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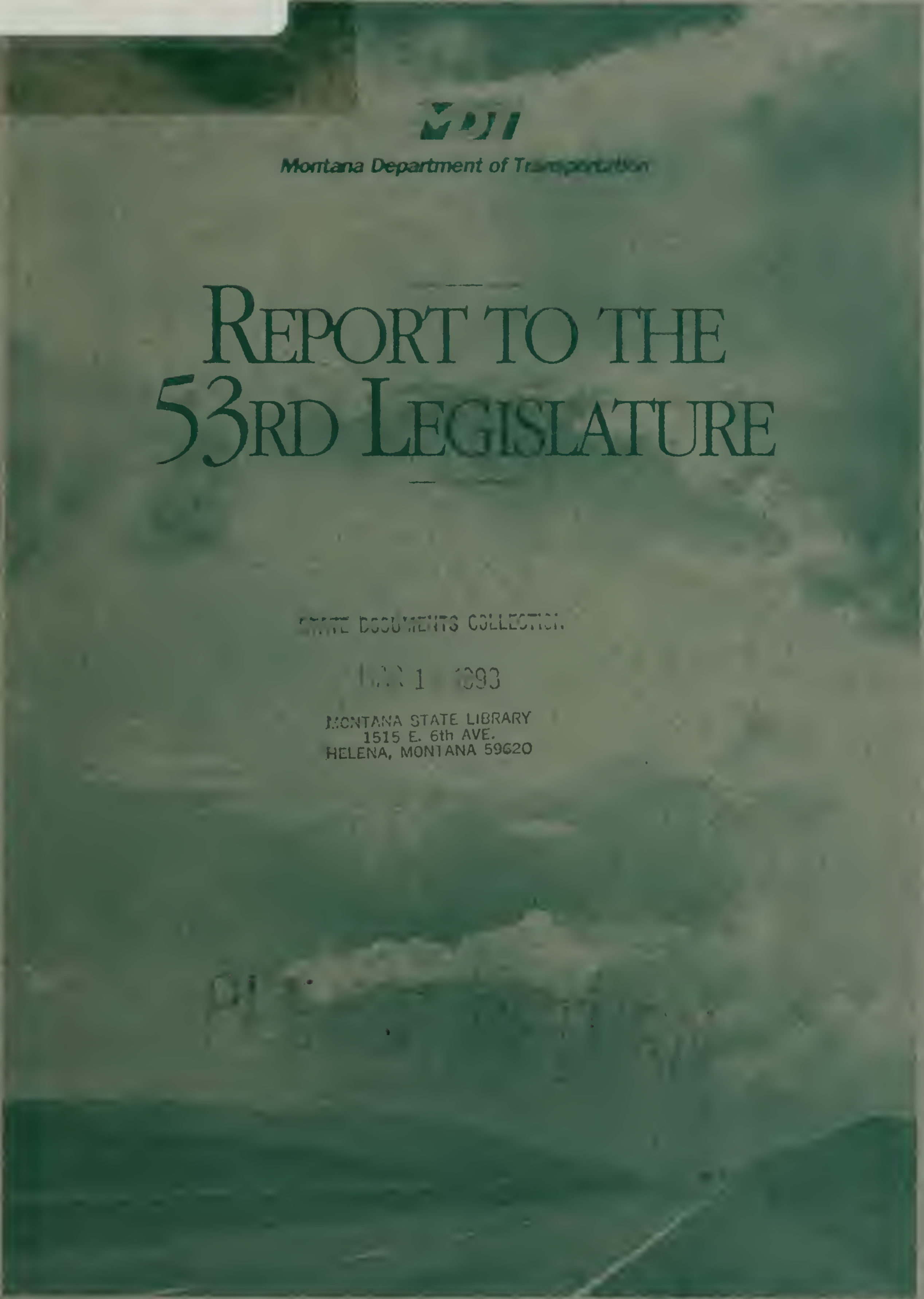
Montana. Dept. of Transportation
Report to the 53rd Legislature



Montana Department of Transportation

REPORT TO THE 53RD LEGISLATURE

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Highlights

Montana's Department of Transportation is organized and functioning. Aeronautics, Rail & Transit, Highways, and Motor Carrier Services Divisions, together with an administrative division, all report to the Director's Office.

Congress passed a new federal transportation funding law, ISTEA (pronounced "ice tea"). The six-year authorization act is regarded as the most sweeping change in the surface transportation program since the interstate era began over 30 years ago.

Montana's share of the funding represents a modest increase of about 2 percent over the 1986 level. But given the no-growth or even negative growth likely under other proposals that were before Congress, Montana won some ground.

Wins include a slightly increased share of the total federal highway program and a handful of demonstration projects.

Perhaps the most dramatic change resulting from ISTEA is the restructuring of the federal-aid highway systems and funding programs.

ISTEA eliminates all of the familiar programs—the primary, secondary and urban systems. It replaces them with a National Highway System (NHS) and a flexible block grant program called the Surface Transportation Program (STP).

Unless Montana and other rural western states are able to modify the present federal plan, we anticipate Montana's permanent NHS will consist of the interstate system and only about 1,700 primary system miles. This represents less than one-third of Montana's former primary system.

Ten percent of federal Surface Transportation Funds must be spent on items which are not a normal part of a basic highway project. These activities are called "Transportation Enhancements." The majority of these funds, roughly $5 million per year, are being allocated to local governments so that they set the priorities.

Eligible projects include pedestrian and bicycle facilities as well as landscaping, cultural and historic enhancements.

Contents

Letter from the Director 3

Management Initiatives 4
Strategic Plan 4
Computerized Truck Permits 4
Technical Recruitment 5
Maintenance Section Study 5
Cost Responsibility Study 5
Facilities Management 6
Transportation Forums. 6

Program Initiatives 7
Save Our Secondaries 7
Rest Area Program 8
Montana Rest Areas 8
Motorist Information Sign Program 8
Adopt A Highway Program 9

ISTEA 9
Funding under ISTEA 9
National Highway System 10
Transportation Planning 10
Enhancement Funds 10
Scenic Byways Planning 11
Major Legislative Recommendations 12

Intermodal Activity 12

Challenges and Issues 13
Revenue Increase 13
Trade Corridors. 13
Asphalt Pavements 13
Contracting on Indian Reservations 14
Fuel Tax and Indian Tribes 14
Metrication 14

Financing MDT 15
Highway Construction and Maintenance 15
State-funded Program 15
Keeping Pace 16
Rail Funding 16
Transit Funding 17
Aeronautics Program Funding 18

Modal Reports 18
Aeronautics 18
Rail 20
Transit 21
Motor Carrier Services 21
Highways 22

Highway System Needs 24

Upcoming Highway Projects 28

A major state-funded program to preserve deteriorating pavements on Montana's secondary highways is planned. This program is being called "Save Our Secondaries" and is described on page 6.

A revenue increase equal to a 5 cent increase in fuel taxes effective July 1, 1993 and an additional 5 cent increase in fuel taxes effective July 1, 1994 is necessary to maintain Montana's highways, match available federal aid, and continue a modest state construction program.

Local maintenance sections were the subject of a first-time-ever review, with substantial (and understandable) resistance from communities where closing a maintenance section was part of the consideration.

The study showed continued need for all existing facility locations. But improved efficiency can be achieved by combining responsibilities and by revising staffing. Nine maintenance sections were converted to satellite operations as a result of the study. At these locations, a minimal permanent staff is supplemented by seasonal or temporary employees.

Service to the trucking industry is improved with a new "one-stop" program for computerized issuance of special permits. Trucks entering Montana can arrange for permits before arriving; the actual permit is issued by computer at the first weigh station.

A major new effort is underway to provide more rest areas on Montana's primary highway system. It's described and illustrated on a map on page 7.

Marvin Dye,
Director of Transportation

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Joe Attwood
Leland Ford
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Montana Highway Commission

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Ed Smith

On The Cover. *Interstate 15 south of Dillon. Montana's interstate system is in very good condition. Combined with our lack of congestion, our interstate may be one of the real pluses Montana takes into the twenty-first century. (Lome Stmac photo)*

Letter from the Director

January 15, 1993

It's a pleasure and an honor to be selected by Governor Racicot to head the Montana Department of Transportation. I intend to focus on the quality of services our agency provides and make sure the legislature's intent is carried out—that this be a true transportation agency.

MDT is just over a year old. July 1, 1991, the Department of Highways, the Aeronautics and Rail & Transit Divisions of the Department of Commerce, and the Motor Fuels Tax Bureau of the Department of Revenue were formally combined to create the new Montana Department of Transportation. Reorganization of the units into the new structure is complete and the staff is working to identify and carry out programs intended to improve transportation in Montana.

Rapid changes in transportation are occurring nationally, as well as in Montana. A new federal surface transportation law was enacted by Congress in December of 1991 that significantly alters federal-aid highway funding and systems. Approval of free trade agreements with Canada and Mexico present opportunities and challenges as well, in international trade and, therefore, in transportation.

Montana has a good record of progress in constructing highway improvement projects. In addition, improving customer service was a high priority under the previous administration and I will continue that emphasis.

The department and the administration are supporting an increase in fuel taxes and that support is for good cause. In 1993, Montana begins paying $17 million per year to retire bonds which financed the majority of the state financed Reconstruction Trust Fund Program carried out during the 1980s. And it's important we take advantage of the available federal-aid and continue the transportation improvement program at its current level.

Montana's economy will grow and expand, but only if we have the infrastructure in place to handle that expansion. Transportation is essential. And so I'm eager and ready to help the department and the state meet this challenge. We all play a role, we're all involved to some degree, and I look forward to working with you and the citizens of our state on the important tasks that lie ahead.

Marvin Dye

Marvin Dye
Director of Transportation

Management Initiatives

Strategic Plan

In order to develop a unified vision of Montana's transportation future during this time of state and federal transition, MDT has committed to a strategic planning process.

While strategic planning has been used extensively in the private sector since the 1950s, its use in public agencies is more recent. Strategic planning is simply a process that will establish a future direction for the department and then develop an action plan to move in that direction.

The process used to develop MDT's mission and goals included a survey of state residents and an Advisory Committee from a broad cross section of the department's customers.

The survey was well responded to across the state. As a result of our survey we learned:

- "Safety" and "building and maintaining a statewide transportation system" should be the department's top two priorities.
- MDT should not "own and operate transportation systems" or "take over local road maintenance."

Other roles for the department important to Montanans include consideration of the environment, access to transportation for all Montanans and efficient movement of the state's goods and products.

A surprising survey result is that most Montanan's don't see MDT as taking a leadership role in economic development or tourism.

Of course it won't be possible to achieve the department's goals immediately, but the action plan adopted in November is a good beginning. Over the next several years as the plan is implemented, the department will be able to demonstrate an increased level of accountability to the legislature and Montana's citizens.

Computerized Truck Permits

The 1991 Legislature authorized the purchase of computers and equipment for an improved program to issue special permits to trucks entering Montana.

Previously, anyone wanting to enter Montana with an oversize or overweight load requiring a special permit had to arrange for payment and permits through the mail, a "fax" or other means.

Mission Goals

Our Mission is to:

SERVE THE PUBLIC BY ESTABLISHING A TRANSPORTATION SYSTEM THAT EMPHASIZES SAFETY, ENVIRONMENTAL PRESERVATION AND COST-EFFECTIVENESS.

Safety

Emphasize and coordinate safety throughout the transportation system.

Environment

Integrate environmental considerations into all department plans, designs and actions.

Transportation Efficiency

Facilitate the efficient movement of goods and people within Montana.

Accessibility

Promote cost-effective accessibility to transportation for all Montanans.

Performance

Be resourceful and strive for excellence in organizational effectiveness, efficiency and accountability.

Employees

Establish a work environment that fosters employee participation, recognition and accountability.

Service Orientation

Establish a service orientation towards constituents, customers and the public by being responsive, informative and open to outside involvement.

But a new computerized system linking all of MDT's weigh stations with headquarters in Helena will improve service by allowing a trucker to make arrangements in advance. Then the Helena office issues an electronic authorization informing weigh station personnel the truck has been pre-approved to enter the state.

When the truck arrives at the first weigh station, it's checked for compliance and for satisfactory payment arrangements. Once confirmed, a permit is issued electronically for operating on Montana roads.

With this program, every scale will have quick and easy access to information on trucks with valid special permits. It means better and more efficient enforcement, as well as improved service to the industry.

Technical Recruitment

Failure to recruit young civil engineers and other highly specialized technical personnel has been a problem for years. To address it, MDT received special approval from the State Personnel Division to raise certain starting salaries to a near-competitive level. As a result, in 1991 MDT was able to recruit 19 civil engineers and civil engineering technicians; thus far in 1992 we've recruited 13. Nearly all of these recruits are graduates of Montana colleges, and the vast majority are native Montanans.

We're optimistic we'll be able to retain a relatively high percentage of these young people. Although not an immediate crisis, our ability to continue to deliver and improve transportation services into the twenty-first century is closely linked to the number and quality of young professional people the department recruits and retains.

Maintenance Section Study

An in-depth study of highway maintenance sections was conducted in 1991 to improve efficiency by increasing, decreasing, consolidating or otherwise changing sections while limiting adverse effects on highway maintenance, safety, or service to the public.

Every highway maintenance section in the state was reviewed for such things as section boundaries, facilities, equipment, staffing and general necessity.

The study indicated that while there's a need for all existing facility locations, efficiency could be improved by combining responsibilities and revising staffing at some locations.

Nine maintenance sections have been converted to satellite operations as a result. The action consolidated operational sections from 132 to 123 and increased satellite locations—facilities under the supervision of an adjacent section—from 4 to 13. Satellites are operated on either a seasonal or full-time basis with minimal permanent staff supplemented by seasonal or temporary employees.

During the conduct of the section study, there was substantial local resistance from communities where consideration was given to closing a maintenance section.

MDT was able to recruit civil engineers—nearly all are graduates of Montana colleges and the majority native Montanans . . .

Cost Responsibility Study

The 1991 Legislature mandated that MDT conduct a cost responsibility study to ensure the level of license and Gross Vehicle Weight (GVW) fees are equitable compared to all other highway-using vehicles. This study is now complete.

Matt Gappa of Billings, an MSU graduate was recruited in 1991 to work for MDT as a C.E. Specialist II

The first part of the study indicates the total revenue needed to support the highway program is insufficient. However, proportionately, trucks are paying slightly more than their fair share, and automobiles are paying slightly less. We plan to advocate legislation in 1993 to correct this inequity.

Part two of the study addresses the validity of the current fee classes (16 percent farm, 55 percent concrete mixers, 75 percent logs). It assesses the effect of a fee structure based solely on power units. In addition, it supports repealing current truck trailer fee schedules and substituting a power unit only fee schedule.

Public forums were held in the fall of '92, the first steps toward a more proactive public involvement process. . .

The Montana Department of Transportation won't spend millions on roads, rail and mass transit until we hear from you. We want to involve you early in planning where federal and state money goes. So we welcome your participation at the upcoming transportation forum.

Come and see our plans for highways, rail, air travel and mass transit. Find out where the money comes from and where it goes. Then tell us if we're on the right road.

Whether you're interested in light rail transit or just want a road curve straightened, we want to hear from you. What projects should we forget about? What issues should we be addressing? Which roads and bridges should we improve? Did you know there's money for bikeways, walkways, scenic routes, archeological digs, and for local governments to buy historic properties?

Come see, hear and speak up. And be sure to pick up a free information booklet, now available at local libraries, newspapers, planning offices and your MDT District Office.

Transportation Forum
Monday, August 31
2:00 p.m. and 7:00 p.m., Bozeman Library

Montanans were invited to offer their "2¢ worth" on a wide range of issues at public forums held in 16 cities across the state.

Facilities Management

In support of its major transportation functions, MDT has major buildings and facilities at approximately 150 sites in Montana. These facilities have replacement value in excess of fifty million dollars.

A facilities management function has been implemented at the Helena headquarters. This activity will:

- assure integrated systematic planning and ranking of facility investments
- improve coordination of field actions with long-range agency plans
- reduce cost and improve the utility of new facilities
- reduce cost and enhance effectiveness of rehabilitation and repair projects
- bring greater sensitivity and professionalism into the choices MDT makes in managing its various office buildings, maintenance garages, rest areas, and other facilities.

Transportation Forums.

In the fall of 1992, MDT began conducting transportation forums throughout Montana. While these forums were required by the planning provisions of the new ISTEA, the department also used them as a first step in a proactive public involvement process. These meetings were intended to:

- provide information on the programs and services of the department
- share information on the requirements and programs of the new federal act
- describe upcoming transportation projects and gather input for new projects
- provide an opportunity for discussion of Montana's transportation future.

The meetings were attended by over 350 Montana residents, including a significant number of local and state decision makers.

One thing was clear at all the sessions—how important transportation is to Montanans. A few of the comments received:

- concerns about truck traffic in some corridors of the state

- the need for more rest areas
- the safety of some locations
- the need for more National Highway System routes in the eastern part of the state
- the desirability of finding ways to reduce congestion on the highway system.

All the comments will be used in the department's future statewide transportation planning process.

Program Initiatives

Save Our Secondaries

Twenty-nine hundred miles of Montana's forty-eight hundred mile secondary system are paved. Most of these pavements have been in service for over 20 years, and many of them are in serious need of pavement preservation work. In some cases, a $20,000-per-mile seal and cover project will seal the surface and provide another ten-plus years of usable life.

In many cases, however, pavement cracking and water infiltration have progressed to a point where a thin asphalt overlay followed by a seal and cover at an average cost of about $56,000 per mile is the only practical measure. In general, it is not practical for counties to use the federal-aid funds they receive on these projects because so much of the money is diverted to pay for items such as slope flattening, bridge widening, and guardrail replacement.

MDT recommends a $15 million-per-year SOS program aimed at preserving these older secondary pavements beginning in 1993. The work would be paid for from the 100 percent state-funded Reconstruction Trust Fund and would be done by competitive bid contract. The Montana Association of Counties has formally endorsed the Save Our Secondaries program.

Costs for this secondary system pavement preservation work were not included in previous MDT needs estimates—technically the counties, not the State of Montana, are responsible for almost all secondary system mileage in Montana.

Secondary Highway 228 between Highwood and Great Falls was built between 1955 and 1970. The pavement here is typical of the secondary highway pavements which could benefit from the "Save Our Secondaries" program. (Eldon McNicol photo)

Rest Area Program

A major new initiative is being undertaken to provide additional rest areas on Montana's primary Highway system. Additional rest areas will improve service and improve the impression we make on tourists traveling our highways.

The new initiative contemplates adding 20 rest areas on the primary system. Eight of these will be new state-owned facilities and three are planned to be jointly developed by MDT and the US Forest Service.

Locations like the Thompson Lake area on US 2, US 93 near Elmo, US 87/89 at Armington Junction (under construction), US 191 near Big Sky, and MT 200 near Winnet and Sidney are examples where the department is developing plans for the construction of new rest areas.

To save money and maintenance costs, the department hopes to create the remaining nine under the "City Park Rest Area" program. MDT will contribute toward the cost of upgrading city parks which are readily accessible from one of Montana's primary highways. In return, cities would agree to maintain and police the park and allow highway rest area-type use of the facilities.

The City Park Rest Area program benefits the state by placing more rest areas along our primary highways at substantially reduced construction and maintenance costs. At the same time, local communities benefit as a result of tourists staying longer in their area, as well as in Montana.

The department has contracted with six communities to develop their city parks to also function as highway rest stops. By next summer, motorists will see projects completed in Chester, Fort Belknap, Malta, Plentywood, Harlowton and Twin Bridges. If state funding for the City Park Rest Area program is approved by the 53rd Legislature, MDT plans to continue negotiations with several other Montana cities.

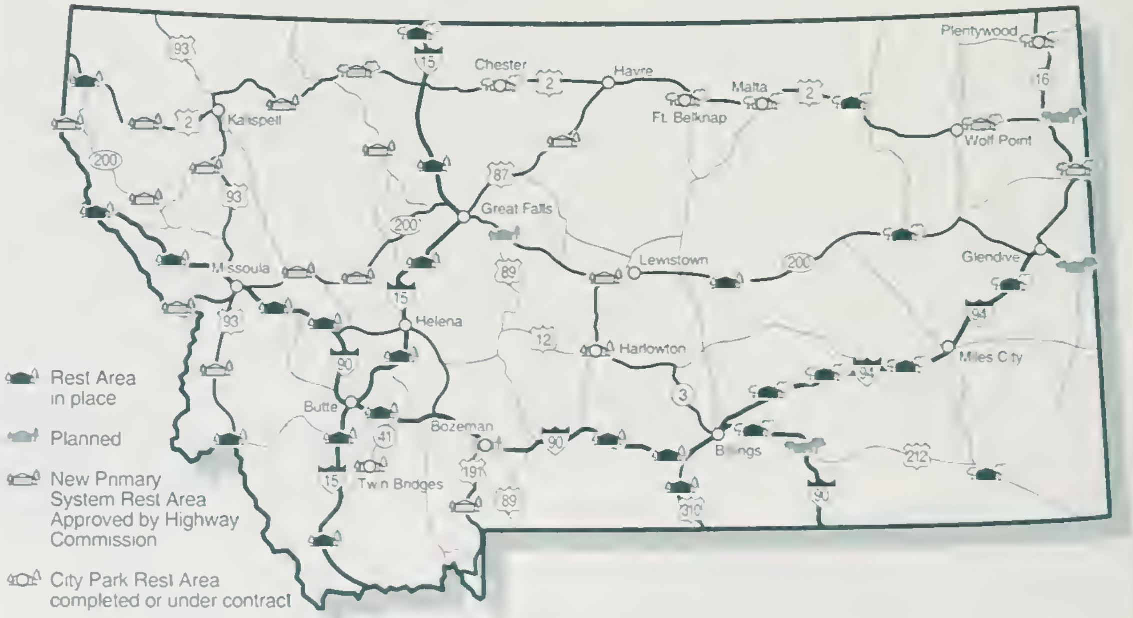
Motorist Information Sign Program

Crews installed the first of a series of commercial service markers at the Lockwood exit on the east side of Billings April 27, 1992.

The bright logos of gas, food, lodging and camping businesses inform motorists where to exit the highway and how to find services. Montana joins several other western states which recently adopted the sign program.

The new signs are meant to relieve traveler confusion and help direct traffic to local business zones. While some of the advertising space is used by national-brand franchises, local and

Montana Rest Areas



A major new initiative is being undertaken to provide additional rest areas on Montana's primary Highway System. Twenty rest areas are contemplated on the primary System. Eight of these will be new state-owned facilities and three will be jointly developed by MDT and the US Forest Service.

For the other nine MDT will contribute toward the cost of upgrading an appropriate city park readily accessible from one of Montana's primary highways.

regional service businesses are also taking advantage of the prominent exposure available through the new medium.

The 1989 Legislature approved the program, but the new signs were held up during resolution of protests by losing bidders for the sign franchise.

Since April, over 300 logo spaces have been assigned to businesses.

Adopt A Highway Program

Montana's roadsides are cleaner as a result of a volunteer litter cleanup program that commenced in the spring of 1992. The Adopt A Highway program debuted in Montana with a formal kick-off by Governor Stephens on Earth Day, April 22.

The program was a big success in its first season, with nearly 1200 miles of highway adopted by over 500 groups. They range from individuals and families to employee groups and civic organizations.

The program is modeled after programs in neighboring states which, in turn, were modeled after a program started in 1985 in Texas. Volunteer groups agree to remove litter from the roadside at least three times each year on a two-mile section of road. Signs are erected showing who's adopting the section. MDT provides safety vests and bags and disposes of the bags once they're filled with trash.

ISTEA

Funding under ISTEA

ISTEA—the federal Intermodal Surface Transportation Efficiency Act of 1991—authorizes increases over a six-year period to most highway and transit programs.

These legislated increases were to be funded by extending a federal fuel tax and reducing the balance in the federal trust fund. However, actual increases are uncertain, as the amount states actually receive continues to be tied to budget ceilings designed to lower the federal deficit.

For example, in Fiscal Year '93, the act authorizes about $169 million for Montana, but it now appears Montana will only be able to spend about $136 million, less than the FY '92 level.

Because for many years before ISTEA passed funding didn't keep pace with inflation, real program growth is only moderate. For example, in Fiscal Year '92, Montana's obligation level was set at $154 million, an increase of about 2 percent over the 1986 level when adjusted for inflation (against the consumer price index).

The new act also directs at least 6 percent of the highway appropriations toward non-basic programs including the Transportation Enhancements and Congestion Mitigation and Air Quality programs. Considering the diversion of these funds, actual available construction funds will be less than the 1986 level after inflation.

Even though federal program growth can best be described as moderate, given the no-growth or even negative growth that would have resulted from some of the other proposals before Congress during reauthorization, Montana did win some ground in the new act. Our wins include a slightly increased share of the

Montana's roadsides are cleaner as a result of a volunteer litter cleanup program that commenced in the spring of 1992. The Adopt A Highway program debuted with a formal kick-off by Governor Stephens on Earth Day, April 22.

The program was a big success in its first season, with nearly 1200 miles of Montana highway adopted by over 500 groups. (Gene Fischer photo, Helena Independent Record)

total federal highway program and a few demonstration projects.

ISTEA also increased funding for most public transit programs. Other legislation which was recently passed will continue the essential air service program, but will nearly eliminate the federal local rail assistance program.

Local governments will select projects and determine priorities for about $5 million worth of enhancement projects annually . . .

National Highway System

Perhaps the most dramatic change resulting from ISTEA is the restructuring of the federal-aid highway systems and funding programs.

For the past 30 plus years, federal-aid highway funding has been allocated to the interstate, primary, secondary and urban systems. The corresponding funding programs for these systems were administered through fairly rigid federal regulations. But the new ISTEA eliminates all familiar programs except the interstate.

The primary, secondary and urban systems have been replaced with two: the National Highway System (NHS) and a very flexible block grant program called the Surface Transportation Program.

Unless Montana and other rural western states are able to modify the present federal plan, we anticipate Montana's permanent NHS will consist of the Interstate system and only about 1,700 miles, less than 1/3, of Montana's former primary system miles.

The new NHS is expected to be the federal government's highest priority in the coming decades. And, since federal funding is expected to be adequate for the needs of this system, Montana will benefit over the long term by having as many miles as possible on this new "super system." Roads on this system will cost more per mile though, as these routes must be built to higher design standards.

Enhancement Funds

ISTEA requires each state to spend 10 percent of federal Surface Transportation Program funds on a program called Transportation Enhancements. These funds cannot be spent on work which is a normal part of highway projects.

Congress listed ten specific eligible activities. The list includes pedestrian bicycle facilities, landscaping, and cultural and historic enhancements. Projects must exceed the normal activities included in developing highway projects and must be linked to the transportation system.

Over the six-year life of ISTEA, we expect $30 to $35 million in federal transportation enhancement funding to be available to Montana.

MDT plans to retain about $1 million per year for programs which the department administers. The remaining $5 million per year will be allocated on a per-capita basis to Montana's counties and incorporated municipalities of 1,000 or more population.

These funds will be made available to local governments in a program modeled on the old secondary program where local governments set the priorities. The department cooperated with the Montana Association of Counties and the League of Cities and Towns in designing this program. We feel strongly that Montana's citizens and their local governments are in the best position to determine their priorities and to select projects which are most beneficial to their communities.

Transportation Planning

The new Federal Transportation Program, ISTEA, places substantial new emphasis on transportation planning and coordination. For example, there are extensive new planning procedures including six new management systems that identify transportation needs. The results of these systems will be linked, along with other considerations, to a statewide transportation plan. And, the plan itself must be linked to the state's construction program.

There are also new requirements for public involvement and coordinated transportation planning between federal and state transportation agencies and state and local governments.

Air quality is one of the areas that requires close coordination under the new federal act. ISTEA links transportation planning and programming to targets in earlier Clean Air legislation. It sets aside nearly $5 million per year for projects to help move Montana's non-attainment areas into compliance with ambient air quality standards.

Currently, Missoula does not meet ambient air quality standards for carbon monoxide and ten communities do not meet federal standards for dust. Once these areas are classified as being in attainment, the funds can be transferred to the Surface Transportation Program and used to address statewide transportation needs.

While the new federal program requires statewide transportation planning to consider the needs and the inter-relationship of all modes of transportation, the new federal program does not level the playing field for funding between the different modes. Consequently, most of the federal and state transportation program dollars will continue to be spent for programs and projects individual modal units carried out in the past. This includes funds spent on aeronautics programs, railway rehabilitation, transit and highway improvement projects.

In the future, however, MDT will be aggressive in planning and implementing innovative transportation projects to make better use of all our transportation modes. The end goal is to provide Montana with more efficient and less costly transportation for the movement of people and goods.

Scenic Byways Planning

Montana was awarded a U.S. Department of Transportation grant in September to plan and design a state scenic byways program.

The grant will be used to evaluate the feasibility of a scenic byway system for Montana, as well as the wide range of issues important to developing a workable program. The grant is for about $165,000.

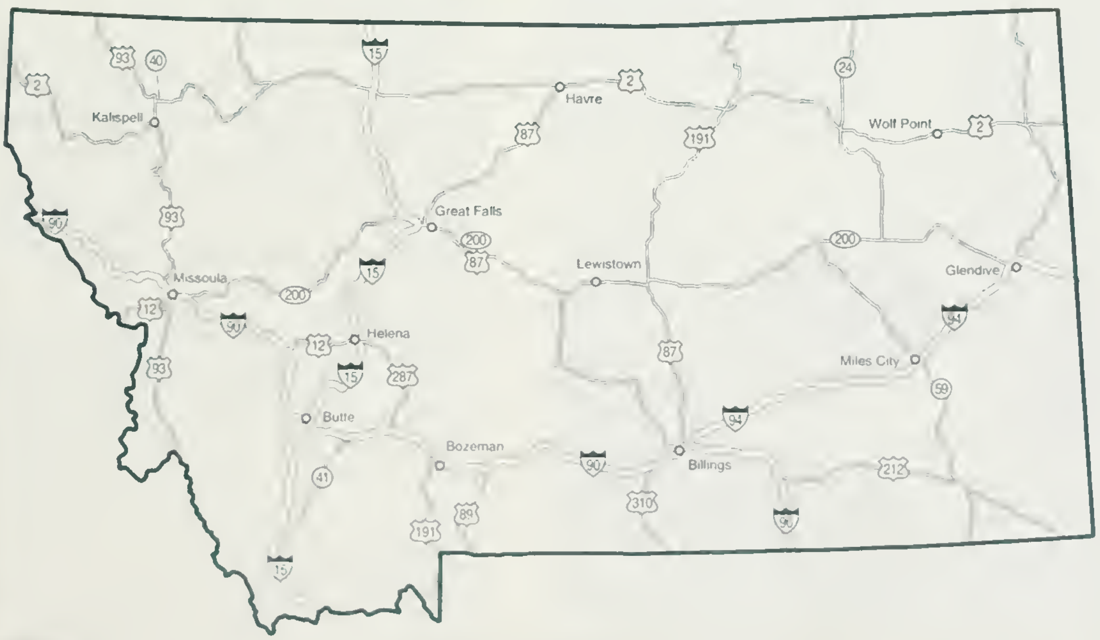
Selection criteria is one important issue that will be looked at under the study. Other issues include:

- the need for new facilities and related costs,
- the need for route improvements, since many routes considered scenic are still narrow, two-lane roads that may not easily accommodate increased traffic
- outdoor advertising control, especially strict limits placed on advertising along scenic routes under federal law and related implications
- informational and directional signs and their related costs.

Designating state scenic byways can help the state and local communities encourage tourism and highlight lesser-traveled routes that offer outstanding opportunities for sightseers and other visitors.

The department will be working with an advisory committee of private and public interests and the study is expected to be completed by late 1993.

Montana's Proposed National Highway System



The National Highway System for Montana approved by the Highway Commission exceeds federal guidelines by nearly 1400 miles. So it may be an uphill battle to get this entire system approved. Final designations will come from Congress in the '94 - '95 biennium

Major Legislative Recommendations

ISTEA allows each state the flexibility to reshape the systems, other than the National Highway System, in the manner which it feels best meets its individual needs. Therefore, we Montanans will have a much greater voice over all of the systems and the funding included in the federal Surface Transportation Program. (In the long run, we can probably expect to also shoulder a relatively larger share of the burden for non-NHS system highways.)

> *Montanans will have a much greater voice over the systems and the funding included in the federal Surface Transportation Program.*

MDT and the Montana Highway Commission have worked with this issue since passage of ISTEA. We feel the best course of action now is to retain the present secondary, urban, and non-NHS primary systems without radical change and to re-designate them as "Montana" or "State" systems. Federal funding for these systems would come from the federal Surface Transportation Program; state funds would come from MDT sources.

Hundreds of truck trailers are transferred each month from rail to highway for further transport into Canada. This Shelby facility at the intersection of US 2 and I 15 continues to reduce overall transportation costs and enhance international trade. (Photo John Kavanaugh, Shelby Promoter)

The present statutory processes, which define how primary funds are distributed among the financial districts and how secondary funds are distributed among the counties, would be retained as well.

Regarding the urban system, it's unclear how the new federal Congestion Management and Air Quality funds can be meshed into urban system funding. In general, we expect to continue to support the distribution of urban funding to cities over 5,000 on a per-capita basis.

We propose to eliminate the short-term overrun limitations which now apply to the primary and secondary systems. The urban system has operated successfully for over 20 years without a statutory overrun limitation and without serious difficulties. We feel this change will assure a fair share to each recipient over the long run. It should also avoid the inefficiencies in the use of construction funds and engineering manpower inherent in the present primary and secondary systems financial district laws.

We will be recommending a package of legislative changes, including the system and funding changes outlined above.

Intermodal Activity

A major reason for creating a Department of Transportation in Montana was to facilitate the coordination of all the transportation modes to work together better, providing Montana with the best transportation system at the lowest possible cost. Following are examples of MDT intermodal activities:

MDT assisted in planning and construction of a Bulk Commodities Transload facility adjacent to the Burlington Northern mainline & I 15 at Shelby. This is the first phase of a planned truck-rail transfer facility expected to reduce transportation costs and enhance international trade.

MDT is working with Missoula County and the City of Missoula to add an interchange on I 90 west of the city and directly opposite the Missoula International Airport. The project has been approved and design work is starting.

Montana's congressional delegation secured special demonstration funding for the project. The interchange will provide direct freeway access to the important commercial and US Forest Service facilities located near the airport.

MDT has provided federal funding for the upgrade and improvement of the Montana Rail Link branchline between Polson and Dixon. This modal improvement to the US Highway 93 corridor will improve and sustain freight hauling alternatives within the extremely congested corridor.

MDT participated with local, state and federal governments in converting former railroad right-of-way into the River's Edge Trail. This bikeway/pedestrian walkway is a locally popular and high-profile facility located along the Missouri River in Great Falls. The trail provides a corridor for non-motorized transportation. In addition, it enhances the historical, cultural and recreational aspects along the Missouri River's shoreline between 10th Avenue South and the Giant Springs State Park area.

Maintenance activities on state-maintained rural airports are being shifted to highway maintenance crews located near the airport. Formerly, these activities were handled from Helena by Aeronautics Division maintenance personnel.

Challenges and Issues

Revenue Increase

If Montana is to continue to match the federal-aid money made available under ISTEA and continue the current highway program, a revenue increase equal to a 5 cent increase in fuel taxes effective July 1,1993 and an additional 5 cent increase in fuel taxes effective July 1, 1994 is necessary. A substantial part of the Montana highway program during the late 1980s and early 90s was financed by use of proceeds of a $150 million bond sale. This cash balance will be gone in 1994.

Principal and interest payments on the 1987 bonds currently require approximately $17 million per year. A major fuel tax increase in 1987 raised Montana's tax to 20 cents per gallon. At that time, Montana's tax was one of the highest in the nation, today, Montana ranks about in the middle of the 50 states.

Trade Corridors.

The free trade agreements with Canada and Mexico could result in substantial shifts in international trade and transportation demand.

ISTEA places additional emphasis on transportation to serve international trade corridors and international border crossings. Montana appears to be well-situated with regard to possible increased trade with Canada. MDT, together with the Montana Department of Commerce, University of Montana, and the Governor's Office has been involved in activities which would promote north-south trade corridors through Montana to Calgary and Edmonton, Alberta.

The promotion of international agreements to facilitate the North American Trade Agreements will require standardization of transportation regulation. In that spirit, MDT has established a demonstration segment on I 15 between Shelby and the Sweetgrass-Coutts, Alberta border crossing. This demonstration will test the compatibility of US highway design to Canadian vehicle size and weight. And such regulatory flexibility, in turn, is an important part of the effort to link transportation networks between the three North American nations.

Asphalt Pavements

The durability of asphaltic cement pavements is a continuing problem in Montana, as it is to some degree across the nation.

Montana's temperature variations are more severe than in nearly every other state. Our pavement must be able to withstand temperature variations from -50 degrees Fahrenheit to 135 degrees Fahrenheit. If they're made stiff enough to withstand the high temperatures without rutting, they crack severely. If soft enough to avoid extensive cracking, they rut. Rutting and cracking both cause premature pavement failure.

Matching federal-aid available under ISTEA and continuing the current highway program will require a revenue increase . . .

There's general consensus the quality of asphaltic cement has decreased while traffic volumes and size of loads continue to increase. In order to find ways to increase the life and quality of pavements, we must maintain a substantial research and experimental program. Correcting these problems will be expensive

Contracting on Indian Reservations

Several tribes within the state have developed the Tribal Employment Referral Office in an effort to maximize Native American employment and obtain all possible benefits for Native Americans. The state and its contractors are expected to meet requirements established by the tribes.

Some tribes insist the department implement their bidder preference regulations. But the effect of implementing them would, in some circumstances, be to eliminate or reduce competitive bidding. This would result in increased costs for the highway construction projects.

MDT has been attempting to develop contract agreements with the various tribes to overcome these problems, but with limited success.

MDT and the commission are reluctant to enter into contracts for highway construction projects without competitive bidding because of the increased cost for the work. To do so would result in less funds for other badly needed projects. Unless a mutually acceptable solution can be found, many projects on Indian reservations will be delayed.

Fuel Tax and Indian Tribes

The 1991 Legislature directed the department to negotiate with tribal governments on the seven Montana Indian Reservations to refund gasoline motor fuel taxes. This legislation attempts to avoid costly and time consuming litigation concerning the state's ability to impose fuel taxes on enrolled members living on a reservation.

The Department of Transportation and the Department of Revenue have entered into negotiations with tribal governments as a "package" of motor fuel tax refunds, alcohol tax refunds and cigarette quotas. The appropriate department director has the authority to approve the agreements and the Attorney General reviews and approves the agreements for legal content only. The Legislative Revenue Oversight Committee reviews the agreements.

As of the end of October 1992, the Department of Transportation has approved agreements with the Fort Peck Assiniboine Sioux Reservation and the Rocky Boy Chippewa Cree Reservation. The department also reached a tentative agreement with the Crow Reservation. The department has held preliminary discussions with the Blackfeet, Flathead and Fort Belknap Reservations.

Metrication

Federal law dictates that the measurements used in the federal-aid highway program be converted to the metric system by 1996. Because of the lead time required to complete surveys and designs, many of the 1996 projects are now being worked on. For this reason, MDT is beginning the process of converting to the metric system. Our estimates project the cost of the initial conversion is in the range of $10 to $15 million.

[illegible] converted to the metric [illegible] this sign on US 87-89 just [illegible] Great Falls [illegible] kilometers. [illegible] McNeil photo)

Financing MDT

Work on Montana's highways is funded primarily by taxes on gasoline and diesel (see graph, below). Diversion of state revenues, meeting new federal mandates under ISTEA, and compliance with new federal legislation are eroding our ability to "put the dollars on the road." Today, only about 60 cents of each Montana fuel tax dollar is available to fund current highway work.

Implementation of 1991 state legislation requiring refunds to Indian tribes for gasoline sold on reservations will decrease the percentage even further. Between half a million and a million dollars is expected to be spent on the refunds in 1993; we expect this amount to increase to more than $3 million per year once agreements are concluded with all of Montana's tribal governments.

Significant amounts of the federal funding provided by ISTEA are required to be spent on enhancements (see page 10) and other activities which do not contribute significantly to meeting Montana's transportation needs.

The 1991 Clean Air Act and the Americans with Disabilities Act are examples of recent federal legislation which significantly impact delivery of our highway program in Montana. Compliance with each of these major new laws will divert millions of dollars and thousands of man hours from the task of meeting Montana's basic transportation needs.

Highway Construction and Maintenance

The graph titled *Highway Special Revenue Account* illustrates sources of state revenue for Montana's highway program. Approximately $4.5 million in coal severance tax revenues for Fiscal Year '93 were diverted by the first special session of the 52nd Legislature. The second special session of the 52nd Legislature implemented a 7 percent surcharge on existing taxes which will net the department a total of approximately $9 million during the two-year period encompassing Fiscal Years '93 and '94.

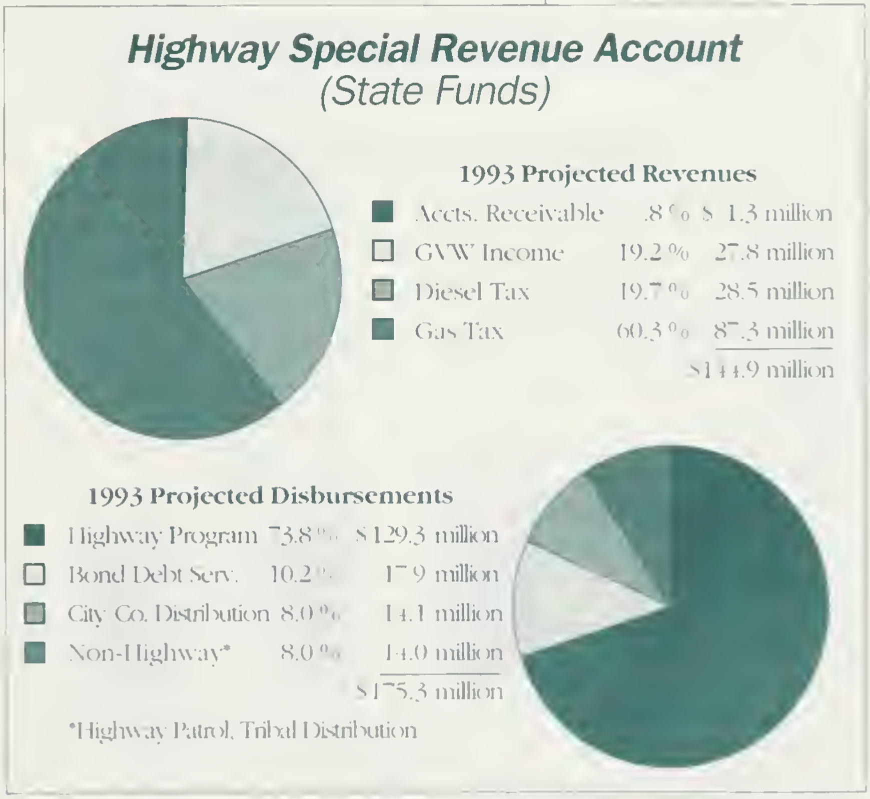
The federal-aid highway program operates on a reimbursement basis. MDT must fund construction costs prior to federal reimbursement. At a minimum, a sufficient cash flow must be maintained to meet the advance funding requirements and match future federal funding.

Expenditures were predicted to exceed revenues by $20 to $30 million in each of the next several years at the current level of services. With the additional increases in highway construction and maintenance mentioned above, expenditures are predicted to exceed revenues by $30 to $40 million per year during that period.

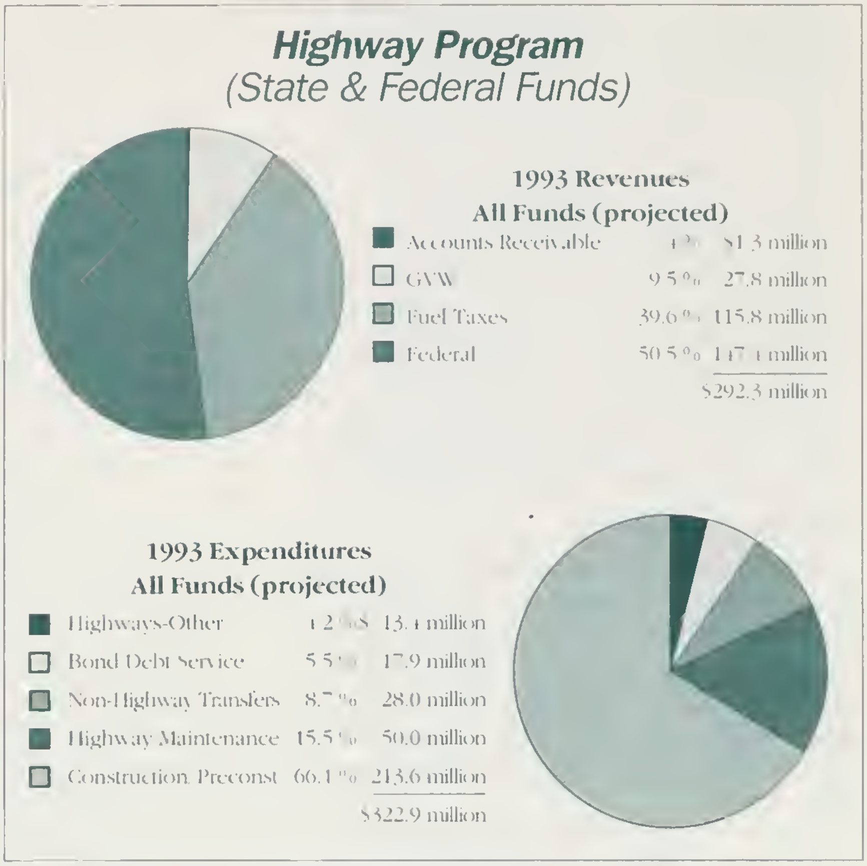
At that rate, the cash balance will reach a minimum level for prudent management, about $20 million, at the end of FY '94. The department believes additional revenue equal to a 5 cent increase in fuel taxes effective July 1, 1993 and an additional 5 cent increase in fuel taxes effective July 1, 1994 is necessary to maintain the program and additional requirements being demanded.

State-funded Program

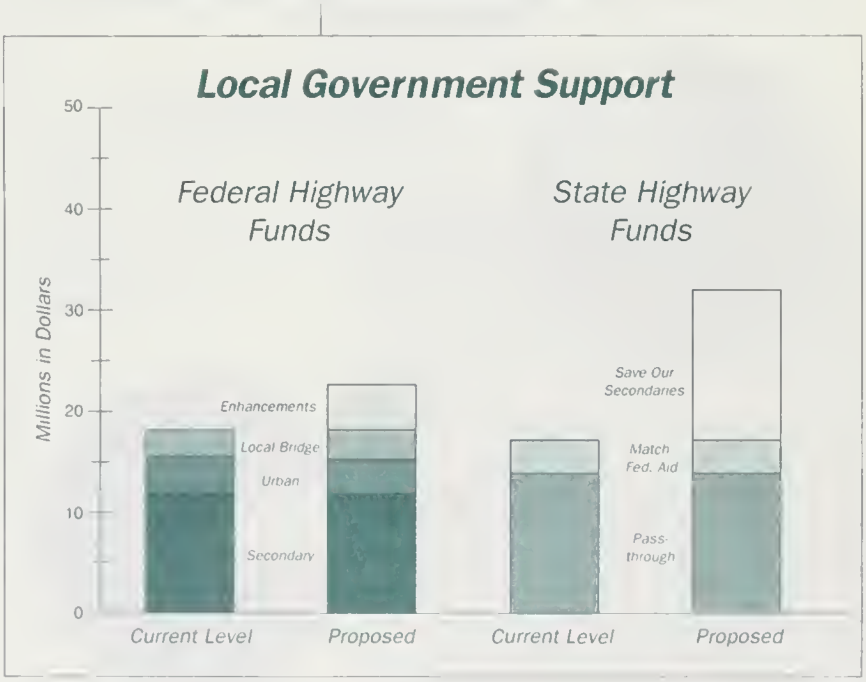
The 48th Legislature originally addressed the inability of the federal-aid program to meet Montana's highway transportation needs by creating the Reconstruction Trust Fund (RTF). An annual $40 million program was authorized for ten years, but it was never funded at that level. RTF spending averaged about $20 million from 1983 to 1992.



This Graph shows the state dollars which go into the Highway Special Revenue Account. It also summarizes the distribution of the funds for both the highway program and non-highway purposes.



The "bigger" highway funding picture includes federal funds



This graph summarizes the level of annual funding support provided to Montana's local governments under the current and proposed highway programs. Funding support by federal funds would increase approximately 20 percent due to federal transportation enhancement funds. Funding support by state funds would almost double due to the Save our Secondaries program.

The Office of Budget and Program Planning recommended the program be reduced to a maximum of $20 million per fiscal year for the 1993 biennium. That level allowed a continuation of the RTF program at a minimum level without requiring an increase in fuel tax through the 1993 biennium.

The 52nd Legislature extended the RTF program through July 1, 2003, recognizing once again that the federal-aid program alone does not meet Montana's needs. The department has continued the RTF program at $20 million per year in recognition of the limited resources of the taxpayers of the State of Montana.

The department issued highway revenue bonds in the 1980s to help finance the RTF program and to fund an accelerated federal-aid highway program, predominately the interstate completion. In 1987 the department refunded those issues as well as increasing the debt to the $150 million maximum allowed by legislation.

In FY '93 the debt payment increases approximately $7 million to begin reducing the principal owed on the debt. Only the interest on the debt was paid previously.

The bond proceeds were expended early in FY '91. The department is currently funding the program as we go, as well as funding the debt.

Keeping Pace

Needs assessments performed by the department continue to indicate a significant state funded program is necessary to meet our basic transportation needs.

Further, a new federal program requires that roads on the National Highway System be built to higher standards than MDT has been using. These higher standards will reduce the number of NHS miles that can be improved and will reduce the effectiveness of the state matching dollars in meeting Montana's needs.

It is readily apparent Montana must maintain some form of state-funded program. Even keeping it at a minimal level, as well as meeting the match for the current federal-aid program, will require a significant increase in existing revenues or the creation of new revenue. Typically, that decision has been to increase the existing revenue sources.

Rail Funding

MDT's rail planning activities are funded as part of the federal Local Rail Freight Assistance

Program (LRFA). Montana receives $36,000 in federal aid and provides a 30 percent match with state funds.

Rehabilitation of branch line track has been aided in the past by the federal program. A very small appropriation for this program was recently approved by Congress. The Rail Service Bureau has available over $500,000 in repaid loan funds from previous LRFA funded rail projects. This funding is currently the one significant resource available for railroad track rehabilitation in Montana.

The demise of the federal program leaves Montana with the question, "Should we implement a state program to fund track rehabilitation or purchase of branch lines?"

Since Montana can't impose a fuel tax on interstate rail carriers, the next choice as a source to fund an enhanced rail program could be highway fuel taxes. This is a complex and controversial public policy issue; nonetheless, it is one Montanans should consider.

Transit Funding

The Rail & Transit Division receives approximately $1,106,000 per year from the Federal Transit Administration to assist local public transit activities in Montana. Local communities agencies provide the matching funds, which vary from operating assistance at 50 percent, to purchase of vehicles at 30 percent and transit planning activities at 20 percent. The state provides about $23,000 to match the federal funds used to administer the transit programs.

1992 Ten Year Highway Needs (in Millions)

System	Full Design Standards Total Fed. & State	Minimum Standards Total Fed. & State	State Funds Required-minimum Standards		
			State Match with a continued State-Funded Construction Program	State Match WITHOUT a State-Funded Construction Program	Wholly state-funded (b)
Interstate	$668	$350	$31	$31	0
Primary NHS (a)	1,517	572	75	96	45
Primary STP	2,584	547	70	90	72
Secondary	865	318	22	28	154
Urban NHS (a)	83	14	2	3	0
Urban STP	101	56	8	10	0
Orphan STP Plant	34	6	1	1	0
Orphan Plant	102	19	0	0	34
Bridges	109	109	22	22	0
State $$			$231	$281	$305
Fed & State $$	$6,063	$1,991		$443	(c)

All costs are expressed in 1992 dollars.

(a) NHS needs are defined by the interim NHS system which is equivalent to the state's principal arterials until October '95.

(b) Needs ineligible for federal funding; that is, needs the state must meet.

(c) Match assumes a continued state funded construction program and corresponding higher federal match rate.

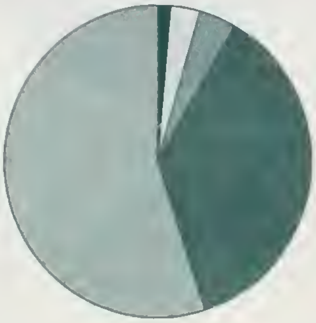
If there were no inflation in construction costs and if minimum standards were acceptable on every road, the current federal-aid and state funded highway programs would keep the system about as good as it is today

Aeronautics Program Funding

The Aeronautics Program is primarily supported by a state aviation fuel tax of 1 cent per gallon. The program also receives a small amount of federal grant authority to maintain and update the Montana Aviation System Plan.

Aeronautics 1993 Revenues

State Special Revenue Account

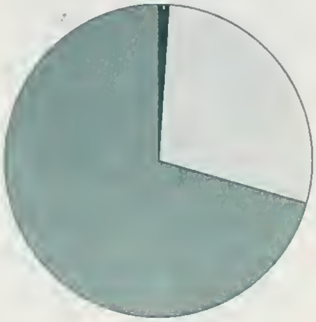


1993 Projected Revenues

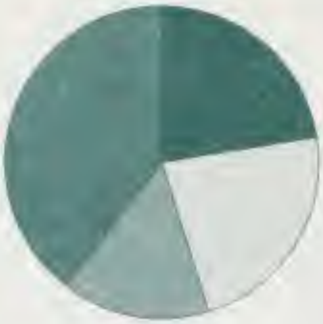
■	Airline Tax & Interest	1.5 %	$ 10,800
□	Airport Inspections	3.0 %	21,000
▨	Sales, Fees, Rentals	3.9 %	28,000
■	Pilot & Aircraft Fees	36.8 %	259,700
▨	Aviation Fuels Taxes	54.8 %	386,900
			$706,400

1993 Projected Disbursements

■	Airport Tax Transfers	1.3 %	$ 10,000
□	Co. Dist. Aircraft Reg.	28.3 %	209,000
▨	Aeronautics Program	70.4 %	520,240
			$739,240



West Yellowstone Airport

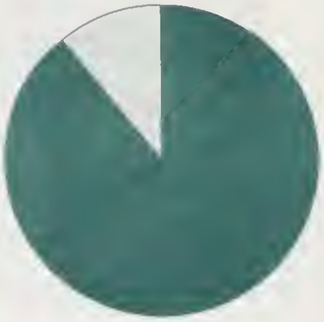


1993 Projected Revenues

■	W. Yellowstone Rentals	22.7 %	$15,000
□	Misc. Permits & Receipts	22.7 %	15,000
▨	Gallatin Co. Tax Transfers	15.2 %	10,000
■	Sales Receipts	39.4 %	26,000
			$66,000

1993 Projected Disbursements

■	West Yellowstone Airport Operations	89.3 %	$63,296
□	Arch. Engineering	10.7 %	7,575
			$70,871



The division collects approximately $259,000 per year in pilot and aircraft registration fees. Ninety percent of the aircraft registration fee is remitted to the county in which the aircraft is based. The remaining 10 percent is used by the division for administering and enforcing aircraft registration. The annual $10 pilot registration fee is retained by the division for administration purposes. Included in the $10-per-year registration fee is a subscription to the division's monthly newsletter *Montana and the Sky*.

Although there has been a considerable decline in the Aeronautics Division special revenue balance over the past two decades, the division has made cuts sufficient to bring its expenditures in line with its revenue. The program goals and objectives are accomplished without expending the full $1 million ($857,900 - earmarked; $73,600 - federal; $68,500 - proprietary funds) that the program is budgeted.

The Aeronautics Program also operates the West Yellowstone Airport, one of two airports designated by Congress to serve national parks. The airport is operated on a proprietary fund basis. The costs of operations are recovered through various user fees.

The 1995 biennium budget submission holds expenditures in this program to approximately the level of estimated revenue.

Modal Reports

Aeronautics

The Montana Aeronautics Division was part of the Commerce Department prior to the creation of MDT. The Aeronautics Division is under the supervision of the Director of Transportation. It's advised by a nine member Aeronautics Board, which represents the various facets of the aeronautics industry in Montana.

The Aeronautics Division provides for protection and promotion of safety in aeronautics, uniformity in laws and regulations, and cooperation with federal authorities in development of the national system of civil aviation. The Aeronautics Division also manages 13 state-owned airports, 18 visual airway beacons and 25 non-directional radio beacons.

Numerous projects are now underway:

- Providing statewide aircraft weather information for pilots through a "WeatherMation" satellite system located in Helena.

- Providing Preliminary Engineering Grants to assist airports with developing and planning construction projects.
- Operating a system of 18 airway obstruction lighted beacons in mountainous Western Montana for nighttime VFR flight.
- Providing 65 air-to-ground radio (unicoms) stations on airports throughout Montana.
- Organizing and conducting various seminars to educate pilots, flight instructors, air search volunteers, and aviation mechanics.

Aeronautics fulfills the agreement with the US Air Force Rescue Coordination Center to provide aerial search and rescue services for Montana.

Aeronautics is also the approving agency for Veteran's Administration flight schools.

The annual aviation conference for all facets of Montana's aviation community including Montana Pilots Association, Airport Managers, Agricultural Operators, Women Pilots, Antique Aircraft Owners, Civil Air Patrol, Aviation Trades Association, etc. is coordinated and co-hosted by the division.

Aeronautics provides support to the Governor's Essential Air Service Task Force to insure commercial air service to communities throughout Montana and to the Governors Canada Montana air service task force.

Aeronautics also provides technical support to communities for airport improvements.

The division publishes an annual airport directory depicting all Montana public use airports and an updated aeronautical chart listing all Montana airports, public and private, navigational facilities, terrain, routes of flight, etc., every four years.

Aeronautics operates the statewide navigational aid system including 25 non-directional radio beacons located on airports throughout the state. They also provide instrument approaches for several air carrier airports.

Thirteen state-owned airports are the responsibility of the division, including the air-carrier West Yellowstone Airport.

Aeronautics maintains and updates the Montana Aviation System Plan to provide information for the development of Montana airports, planning, forecasting, costs, etc

The National Association of State Aviation Officials (NASAO) and the FAA contract with the division for up to 114 safety inspections of Montana public use airports each year. All Division inspectors have received training from the FAA & NASAO and are certified.

Aeronautics is designated by the Federal Aviation Administration as a National Aviation Education Resource Center.

A $318,000 (90 percent federal-funded) construction project on the West Yellowstone Airport is nearing completion. It includes new lighted runway taxiway signs, new hangar area, repaving ramp area, correcting deficiencies in safety areas, new emergency radios, etc.

For the future, plans include:

Reinstating an airport financial assistance program.

Strengthening the search and rescue program by providing additional training and funding for more Emergency Locator Transmitter (ELT) homing radios.

Implementing WeatherMation, a statewide network of satellite pilot information centers. Such a system is desperately necessary due to the pending closures of six of the eight Montana Flight Service Stations. These systems would provide weather briefing with flight planning for pilots.

Completing an agreement with Helena Regional Airport for involvement in its Regional Burn-Pit Facility.

Completing the West Yellowstone Airport construction project.

Providing new NDB navigation stations for Colstrip and Ennis.

Fred Hasskamp illustrates techniques of aerial search and rescue. Hasskamp is a flight instructor for the Aeronautics Division and one of the most respected mountain pilots in Montana

Conducting Navigational Aids training schools for electronic technicians responsible for state's non-directional radio beacons. FAA personnel, factory technicians and other state navaids technicians will train 16 technicians on current regulations and industry developments.

The primary funding for Montana's aviation programs comes from a one-cent-per-gallon aviation fuel tax. This tax has remained unchanged since the mid 1940s, yet there's substantial need to assist general aviation airports in modernizing their facilities. Increasing the aviation fuel tax deserves consideration as a means of addressing these needs.

Rail

The State of Montana Rail Service Bureau was established in 1979, and was part of the Department of Commerce prior to the creation of MDT. The bureau is assigned to the Rail and Transit Division, which is under the supervision of the Director of Transportation.

The Rail Service Bureau works jointly with the rail industry, Montana shippers and the Federal Rail Administration to optimize rail service in Montana. Included in this responsibility is to:

- be a technical resource for rail-related issues and questions;
- maintain a state rail plan containing information on the "health" of the rail network; and
- support intermodal efforts such as the transload facilities at Butte and Shelby.

The bureau provided technical assistance and aided in securing funding for the planning and construction of the Butte-Silver Bow transload facility and a bulk commodities transload facility adjacent to the Burlington Northern and I 15 at Shelby. The latter is the first phase of a planned truck-rail transfer facility which is expected to reduce transportation costs and enhance international trade.

The bureau has provided technical and financial assistance in maintaining operation of branch lines no longer profitable or abandoned by the larger railroads.

Technical assistance is being provided to local governments and interest groups wanting to create county transportation districts to acquire and preserve branchline properties. Activities are focused on Daniels, Valley, Sheridan, Jefferson and Silver Bow counties.

MDT and the Central Montana Railroad Board of Directors agreed to terminate a trust that had been created for the purpose of providing rail service in the Lewistown-Denton area. The termination of the trust will have the effect of eliminating the MDT supervisor of CMR operations. CMR provides short-line rail service on state-owned track in Fergus, Judith Basin and

The availability of public transportation will continue to be considered when planning highway systems throughout the state. (Eldon McNicol photo)

Chouteau counties. Also, MDT has completed sale of the state-owned rail properties in Silver Bow and Deer Lodge counties.

The 17th National Conference of State Railway Officials was hosted by the Rail Services Bureau in August for over 100 registrants.

Other activities include

- Providing expert witness support in the McCarty Farms Litigation case.
- Monitoring ICC activity relating to the Scobey-Opheim spur abandonment, rail car shortages, demurrage, deregulation and transportation program implementation certificates.
- Maintaining rail passenger ridership statistics and facility inspections.

The Rail Services Bureau has a rail safety program which monitors 1,550 public rail crossings in Montana. Presently there are projects underway which will improve safety at 40 crossings at a budget of approximately $1 million.

Transit

The Montana Transit Bureau was part of the Department of Commerce prior to the creation of MDT. These responsibilities were transferred to the MDT Rail & Transit Division under the supervision of the Director of Transportation.

The objectives for the Transit Bureau are to continue to promote and facilitate passenger transportation throughout the state. The Transit Bureau works with the Highway Division when new or expanded highway projects are planned to ensure transit alternatives are fully considered.

The bureau's activities include providing funding to local transit programs for capital and planning projects, providing technical and operating assistance and conducting transit-related training programs.

The Transit Bureau coordinates with over 100 community agencies and monitors about 300 vehicles (secured with federal grants). Many of these programs serve elderly persons and persons with disabilities.

The Transit Bureau staff conducts transit management reviews and administers a vehicle rehabilitation program through a partnership arrangement with the state prison.

Other activities include:

Coordinated with Department of Social and Rehabilitative Services for the purchase of vehicles and related equipment for persons with disabilities.

Developed plan and vehicle specifications for Americans With Disabilities Act for the Butte transit system.

Established training program for local transit operations—over 250 transit officials have been trained.

Participated in the first statewide transit "Bus Roadeo" for transit drivers.

Provided on-site technical assistance with 60 communities and conducted 12 management reviews.

Projects are underway to improve safety at forty rail crossings throughout the state at a budget of approximately $1 million.

The Urban Section is part of the Transit Bureau and assists and coordinates with the state's 14 urban areas on urban transportation planning concerns. The Urban Section provides technical assistance to local elected officials and local planning staffs regarding urban area project priorities, implements planning regulations, and assists with transportation studies.

The Urban Section also works with local officials in the urban areas to review and update the urban area boundaries every ten years following the tabulation of the US Census. The Section helped the urban areas finalize the functional classification of their streets. Transportation studies were completed for Bozeman and Helena. Currently, a transportation study and a truck by-pass study are underway in Kalispell.

Motor Carrier Services

The Motor Carrier Services (MCS) Division is responsible for enforcing commercial vehicle weight and dimension laws, licensing, permitting, and fee collection on motor transport and fuel taxes.

Fees collected for size and weight permits, GVW licensing, fines and other state jurisdictions total about $25 million per year.

Activity in Motor Carriers Services has focused on improved service and improved efficiency.

- Programming, installation, and training to computerize the state's weigh stations will be completed in December, with the goal of a fully automated permit and information system.

The permit program will eliminate expensive wire service charges and delays for the trucking industry. Also readily available permit information will increase the effectiveness of the compliance program.

- The Helena permit system is operational and provides more efficient access to permits for our customers.

- A regional oversize permit agreement has been established with six western states. This agreement was made possible by legislation passed in the 1991 session and has streamlined permit applications for multi-state travel. This agreement allowed carriers to purchase a single dimensional permit at one location for travel over specific routes in all member states. Currently Arizona, Idaho, Washington, Oregon, Nevada and Montana are members, with several more states preparing to join.

- Permit service to incoming over-dimensional loads was increased to 24 hours per day, without any increase in staffing.

- An agreement negotiated with Alberta allows increased truck weights between Shelby and the border to enhance the development of Shelby's intermodal facility.

- Work continues at the national level to develop and implement a uniform system for registration and permitting of hazardous materials transporters.

One piece of legislation needed in 1993 would be to allow the Director to appoint other states' employees as peace officers for Montana. This authority would provide more effective joint ports and allow reciprocation as agreements are established with other jurisdictions.

As a result of successful joint operations at Coutts with Canada and with Idaho officials at Haugen, negotiations are being conducted to include a facility with North Dakota. An agreement is near on a joint facility at Wibaux. This type of joint facility has reduced costs to the trucking industry and to the State of Montana.

Highways

Montana has seen a great deal of progress in improving our highway system over the past several years. Most visible are the projects which have been let to contract and built. Less visible is the substantial progress in planning and engineering activity which will soon produce additional improved or new miles of highway.

I 90 east of Missoula—the contractor is pouring cement caps on the Bonner interchange as part of a project to widen and otherwise improve the structures. (Eldon McNicol photo)

In the Missoula Highway District, for example, the Dickey Lake project, completed in October of 1991, was one of a series of major improvements to US 93 in northwest Montana. The Fortine-North project, let to contract in July of 1991, is a continuation of the Dickey Lake project. This stretch of roadway was widened from 22 feet to 32. Also significantly improving this section of highway were the removal of a number of hazardous hills and curves. The completion of these projects will provide a much safer corridor of travel through a very scenic portion of Montana.

Two upcoming projects of significance are the Flathead River Bridge and the Creston North & South projects. Originally built in 1936, the narrow two-lane bridge just northeast of Kalispell has served long past its adequate service life. An average of 12,000 vehicles per day cross this bridge. Creston North & South, a 14.8 mile long reconstruction project, will connect to the Flathead River Bridge project. These two projects will provide a modern, high-quality facility through one of Montana's most popular tourist areas.

In September 1992, a contract was awarded for four-lane reconstruction of two miles of Reserve Street in Missoula. This project culminates a long cooperative effort by the city and county governments with MDT to provide a partially limited-access bypass facility to connect I 90 more directly to the south end of Missoula. This project will significantly relieve congestion on the "93 Strip" and will improve both traffic flow and air quality. The Reserve Street project is the largest single urban system project ever awarded in Montana. It will take over ten years' worth of Missoula's share of urban system funding to get this job done.

Near Helena, one of the most hazardous sections of secondary road in Montana was let to contract in June of 1992. The 0.7 mile long Warren School curves project east of Helena consists of removing two 90° curves which have long been a high accident area. Being a high use recreational road as well as serving residential, agricultural, and school needs, the project was a welcome improvement to Lewis & Clark County.

The Butte District boasts one of Montana's most ambitious packages of road improvements set to begin in early 1993. A new interchange, two secondary projects, an urban project, and a city project, all of which will be interconnected, will be constructed on Bozeman's northwest side. These projects will provide a corridor of improvements to facilitate traffic movement between I 90 and areas in and near Bozeman.

Four-lane reconstruction of two miles of Reserve Street in Missoula culminates a long cooperative effort to relieve congestion on the "93 Strip" and improve air quality. . .

Rogers Pass-East and Rogers Pass-West, totaling just under $10 million, provided widening and new surfacing to about 17 miles of MT 200 through one of Montana's more scenic mountainous areas. A critical link between Great Falls and Missoula, these are welcome and much needed improvements to the transportation system.

Also in the Great Falls District, the replacement of the 10th Street Bridge with a new 9th-10th Street connector bridge will mark completion of a series of bridge replacements/improvements to every Missouri River vehicular structure in the Great Falls urban area.

The project is being coordinated with the construction of the 15th Street/River Drive intersection and the River Drive (9th-15th) projects. It will also tie in to the 9th Street North four-lane project recently completed by the City of Great Falls. This package of improvements will greatly improve the operational and safety characteristics of the area's transportation system.

Two projects in the Glendive District are particularly noteworthy. The 2.4 mile Glendive Business Loop resurfacing project just west of Glendive provides an improved driving surface on a facility that was last improved in 1960.

In addition to surfacing work, safety items such as slope flattening, improved access for busses to the school, mailbox turnouts, and guardrail upgrading were accomplished to provide a safer and aesthetically pleasing travel corridor. Additionally, a pedestrian bridge was constructed over Dry Creek to divert school children from the roadway. All of this work was completed within existing right-of-way limits.

Wolf Point-West is a 10.6 mile repaving project which extends from 9 miles west of Wolf Point through the city. It provided a new driving surface to a facility built in the late 1950s. Additional work included improved drainage, removal of median curbs, a rubberized railroad crossing and installation of a traffic signal at a school crossing. The department also constructed a pedestrian walkway in cooperation with the Wolf Point Green Belt Association.

The long-awaited Haynes Avenue project in Miles City is expected to go to contract in early 1993. Haynes Avenue is an important link between two primary routes in the eastern portion of the urban area. It will be reconstructed and paved to accommodate two lanes, with parking, curb and gutter, and a six foot sidewalk. The department is currently working with other state and local governments on a "greenbelt" effort in conjunction with the road project.

A new $6.1 million, 1057 foot Yellowstone River Bridge southeast of Sidney will replace a very substandard structure. Due to low clearance and minimal widths, the structure has a relatively high accident rate. MDT has worked with other state and federal agencies, as well as private groups, to develop amenities such as a boat launching ramp, fishing access site, and a paddlefish viewing area to be built along with the new bridge.

The East Bridge project corrects a serious traffic bottleneck between downtown Billings and the Lockwood area—built in complex stages to handle the heavy traffic. . .

The Billings District is the site of several projects which are significant feats of planning and engineering. For example, the South Billings Boulevard Interchange, scheduled for completion in early 1993, provides new interstate access to the south-central Billings area. It's a significant part of an ongoing and ambitious interchange program in the Billings urban area consisting of three new interchanges and one major interchange rehabilitation.

The $8 million East Bridge project will correct a serious traffic bottleneck between downtown Billings and the Lockwood area. A modern, four-lane bridge, built in complex stages in order to handle the heavy traffic, is replacing the 1930s vintage truss bridge, which has been serving over 17,000 vehicles daily. The new bridge will eliminate restrictive limitations and will move traffic more safely and efficiently.

The Billings District will also boast Montana's first true urban interchange when the West Billings Interchange is built in 1993. Probably the busiest interchange in Montana, this interchange on I 90 is in need of major upgrading to address ever-increasing operational and safety concerns. Improvements to this interchange play a major role in the previously mentioned interchange program in the Billings area.

Highway System Needs

Passage of ISTEA mandates a new focus for the states transportation system. For the past several decades, federal-aid highway funding has been allocated to the interstate, primary, secondary, urban and bridge systems.

But the former federal-aid primary, secondary and urban will be replaced with two major funding categories:

1) National Highway System (NHS), which will be composed of the Interstate and about 30 percent of the former primary system.

2) Surface Transportation Program (STP), which will be composed of the remainder of the primary system and other federal-aid eligible roadways, which are supported through a block grant program.

The table on page 17 summarizes ten-year needs on Montana's major highway systems. Needs on primary, urban and orphan plant are separated by funding category, e.g., NHS, STP.

Montana's interstate system is generally in good condition. Improvements to the interstate system over the next ten years will involve maintaining existing pavements through repaving and pavement sealing projects.

The most pressing concern for Montana's highway systems remains on the primary and secondary systems (both NHS and STP). If all of the primary system projects planned through 1992 could be put into service instantly, the following work would still be needed immediately on Montana's 5,500 mile primary system:

- 435 miles of reconstruction (varying from 28 foot two-lane to 80 foot four-lane roads)
- 986 miles of widen and overlay
- 962 miles of paving

These totals include major work only. Not included is seal and cover, bridge replacement, and a variety of other less costly work.

Of the 4,756 miles of secondary roads 1,760 miles are still gravel.

Bridges are also a significant concern for Montana. Statewide we have over 1,330 timber structures which are at least in an antiquated condition. After 1995 we anticipate there will be 277 deficient on-system bridges on the federal-aid system and 630 deficient off-system bridges in need of replacement or major rehabilitation.

The department recently completed a study of highway needs encompassing the time period from January 1993 through December 2002. The study focused on two program levels—full needs and minimum standard needs.

The full needs assessment is based on the highest and most desirable construction design standards, as well as more frequent repaving and re-sealing of pavements. We estimate it would cost nearly $606 million per year (in 1992 dollars) to meet these needs.

The minimum standard needs are based on reconstruction to lower standards and less frequent sealing and repaving. We estimate costs of approximately $200 million per year.

Under both scenarios the interstate system would be kept at its current high standard of service. Under the minimum standard scenario the other highway systems would receive regular seal and cover, be repaved rather than rebuilt whenever possible, and be rebuilt to less than full standards. This is essentially the standard currently being used by the department.

The Montana Department of Highways produced a major "needs study" in 1974. That study, completed by a professional consultant and the department, determined that from a construction viewpoint, a major funding effort would be

Maintenance workers fill ruts on I 90 east of Whitehall. Extending the life of pavement helps ensure taxpayers get the most for their money. (Travis Smith photo, MDT) needed to offset the poor conditions of the roadway. Thus, the Reconstruction Trust Fund was born in 1983 and the improvements that resulted are a matter of history.

Maintenance Program Needs

In 1992, the maintenance program is faced with much the same dilemma that existed with the construction program in 1983. While the past 10 years of construction have improved the roads, construction has also added to the responsibilities of the maintenance program. The additions include wider roads, increased lane mileage, more safety features and a winter maintenance program highly affected by environmental concerns such as air and water quality.

The maintenance program now must use expensive washed sanding material and liquid de-icers to prevent airborne and waterborne particulate accumulations in cities and waterways of the state. All these items, plus the policy of maximizing state dollars for use in the construction program, put a downward pressure on the maintenance budget.

Consequently, the challenge for the maintenance program is to make the most of current resources and to lay a foundation for long-term planning coordinated with the construction program. Joint planning will allow maintenance to do more preventive work, such as crack sealing, rejuvenation (additives to extend the life of asphalt pavements), and other improvements. This preventive work is more cost-effective and will help limit reconstruction and other high-cost measures.

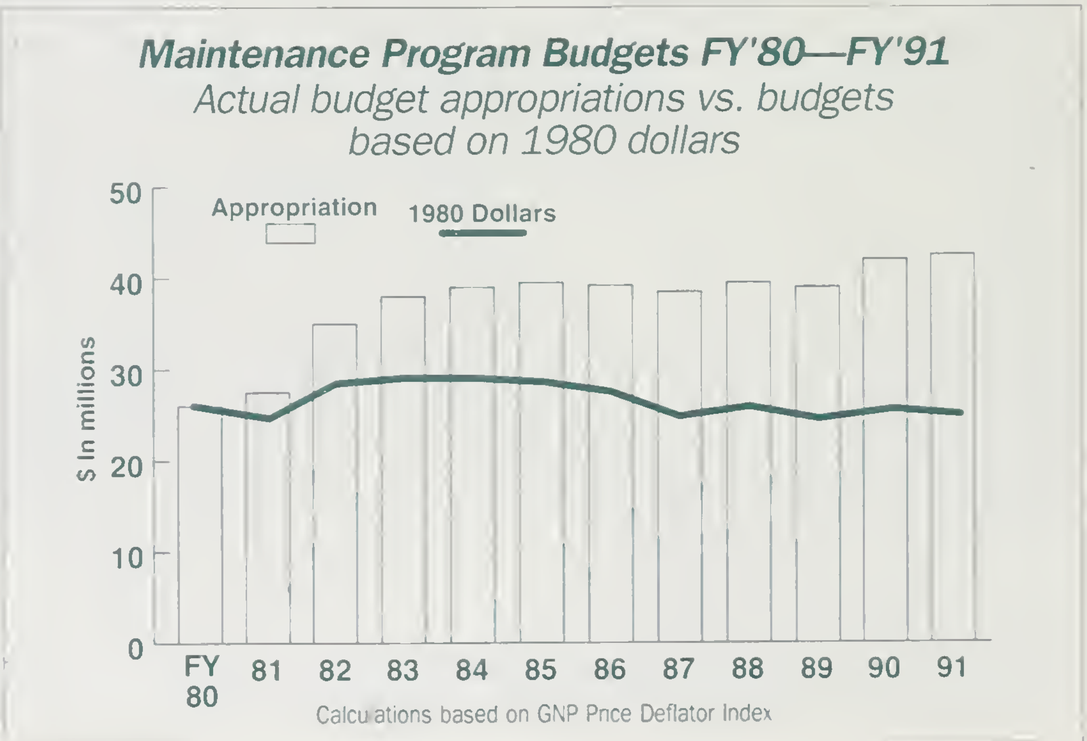
In an effort to identify the magnitude of the problem facing the maintenance program, a needs assessment from a maintenance perspective was undertaken in the fall of 1991.

The Inventory

The maintenance program's most important objective was to thoroughly inventory *all* roadway it maintains. This was done to identify and document distressed sections where they exist, regardless of the type of roadway.

The results below reflect the number of lane miles and total portion that are scheduled for the construction program (FY '92 to FY '95). Compare this to the number of lane miles and percentage of the total under the care of the maintenance program—for both distressed and non-distressed (new) pavements.

	Miles	**%**
Total Lane Miles in State	19,462	100%
Total Construction Program	2,919	15%
Total Maintenance Program	16,543	85%
Distressed Lane Miles	9,511	49%
Non-distressed Lane Miles	7,031	36%



Maintenance Program Budgets FY'80—FY'91

Actual budget appropriations vs. budgets based on 1980 dollars

Calculations based on GNP Price Deflator Index

Since 1980 maintenance program budget appropriations have remained approximately constant. At the same time purchasing power has been eroded by inflation, new costs due to environmental concerns and other responsibilities. The result is a budget that purchases less in 1991 than it did in 1980. For this reason, the department is requesting an increase in the maintenance budget.

Preventative Maintenance

The maintenance program's overall objective is to maintain the integrity of the pavement after construction and to extend the life of state roadways—to ensure taxpayers get the most for their money. Extending the life of roads typically involves activities like crack sealing—to prevent water from entering the road—and rejuvenation, which restores life to brittle pavements through chemical processes.

This table shows where this work is needed.

Lane Miles	**Crack Sealing**	**Rejuvenation**
Missoula	810	82
Kalispell	763	189
Butte	1,444	150
Bozeman	756	285
Great Falls	980	89
Havre	444	72
Glendive	760	77
Wolf Point	667	60
Miles City	937	210
Billings	1,261	365
Lewistown	689	62

Program Maintenance

Another objective of the maintenance program is to identify areas where pavement distress has progressed to the point where low-cost preventive activities are no longer effective. Even though machine work and sealing are fairly common practice in the maintenance program to improve these areas, the practices are still more expensive than preventive activities and these areas are still candidates for the construction program. Careful attention to these areas and careful effort to be sure the work gets into the proper program—maintenance or construction—can help ensure we make the best use of tax dollars.

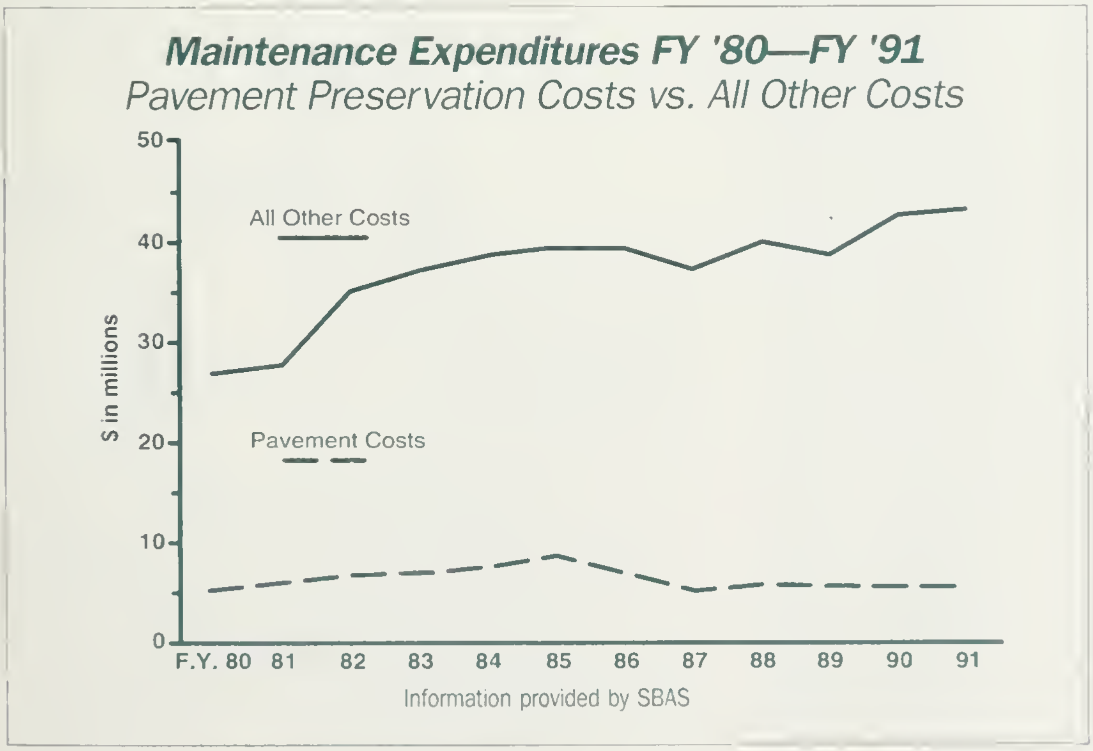
Lane Miles of Machine Work and Sealing

Missoula	386
Kalispell	309
Butte	585
Bozeman	447
Great Falls	634
Havre	412
Glendive	385
Wolf Point	500
Miles City	505
Billings	706
Lewistown	387

Potential Program Costs

(based on standard unit costs)

Rejuvenation	$ 778,400
Crack Sealing	4,378,950
Machine Work and Sealing	33,008,946



Maintenance Expenditures FY '80—FY '91

Pavement Preservation Costs vs. All Other Costs

Information provided by SBAS

Operating costs paid to others—the cost of services—continue to increase in the maintenance program. The increase, coupled with level appropriations since 1980, means more is spent on non-pavement items and less is available for pavement work.

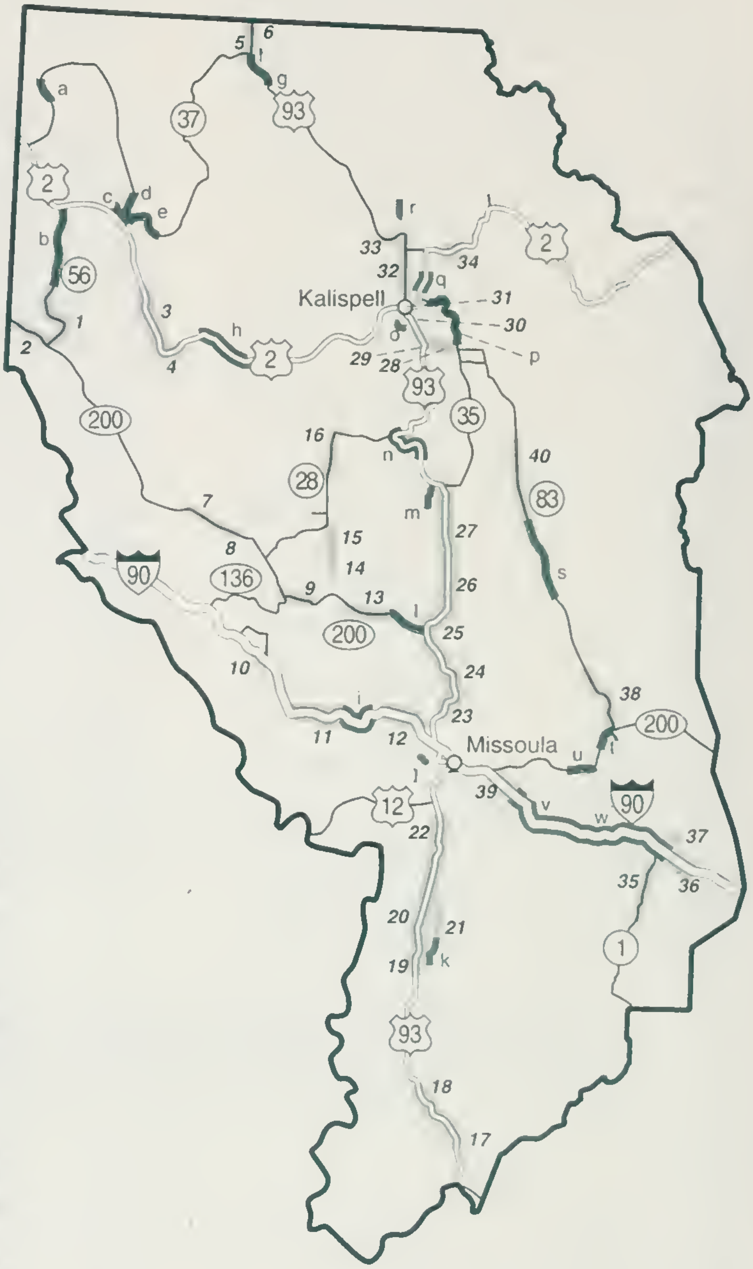
Missoula District Projects

1993-95 (projects over $1 M)

a	S 508 Meadow Creek S	5.6 mi.	Reconstruction	$3.3 M	FY '93
b	MT 56 Bull Lake N	18.1 mi.	Widen & Overlay	$3.45 M	FY '94
c	MT 37 Libby NW	3.5 mi.	Reconstruction	$1.95 M	FY '93
d	S 508 Bobtail Jct. S	6.6 mi.	Widen & Overlay	$1.3 M	FY '94
e	Libby NE	9 mi.	Widen & Overlay	$1.5 M	FY '95
f	US 93 Eureka Urban	2.9 mi.	Reconstruction	$3.2 M	FY '95
g	US 93 Eureka S	4.8 mi.	Reconstruction	$5.2 M	FY '94
h	US 2 Happy's Inn E&W	11.7 mi.	Reconstruction	$6.1 M	FY '95
i	I 90 Alberton E&W	7.8 mi.	Overlay Surface	$4.5 M	FY '95
j	Mullan Rd. (west section)	2 mi.	Reconstruction	$1.75 M	FY '95
k	S 269 Corvallis N&S	6.9 mi.	Widen & Overlay	$1.7 M	FY '95
l	MT 200 Dixon Ravalli Rd.	7.3 mi.	Reconstruction	$7.85 M	FY '95
m	Polson S	5 mi.	Reconstruction	$3.0 M	FY '93
n	US 93 Polson-Elmo	12.1 mi.	Overlay Surface	$3.45 M	FY '95
o	Foys Canyon Rd.	3.8 mi.	Reconstruction	$1.6 M	FY '94
p	MT 35 Creston N&S	14.8 mi.	Reconstruction	$8.0 M	FY '94
q	US 2 Kalispell NE	4.6 mi.	Reconstruction	$3.0 M	FY '95
r	Big Mountain Rd.	5.2 mi.	Reconstruction	$5.0 M	FY '95
s	MT 83 Condon N&S	16.3 mi.	Widen & Overlay	$4.7 M	FY '93
t	MT 200 Clearwater Jct. W	5.1 mi.	Reconstruction	$5.4 M	FY '93
u	MT 200 Potomac E	6.6 mi.	Overlay Surface	$1.4 M	FY '93
v	I 90 Clinton E&W	15.6 mi.	Overlay Surface	$6.2 M	FY '94
w	I 90 Beartmouth-Drummond	15.2 mi.	Overlay Surface	$5.5 M	FY '94

Major Projects after 1995

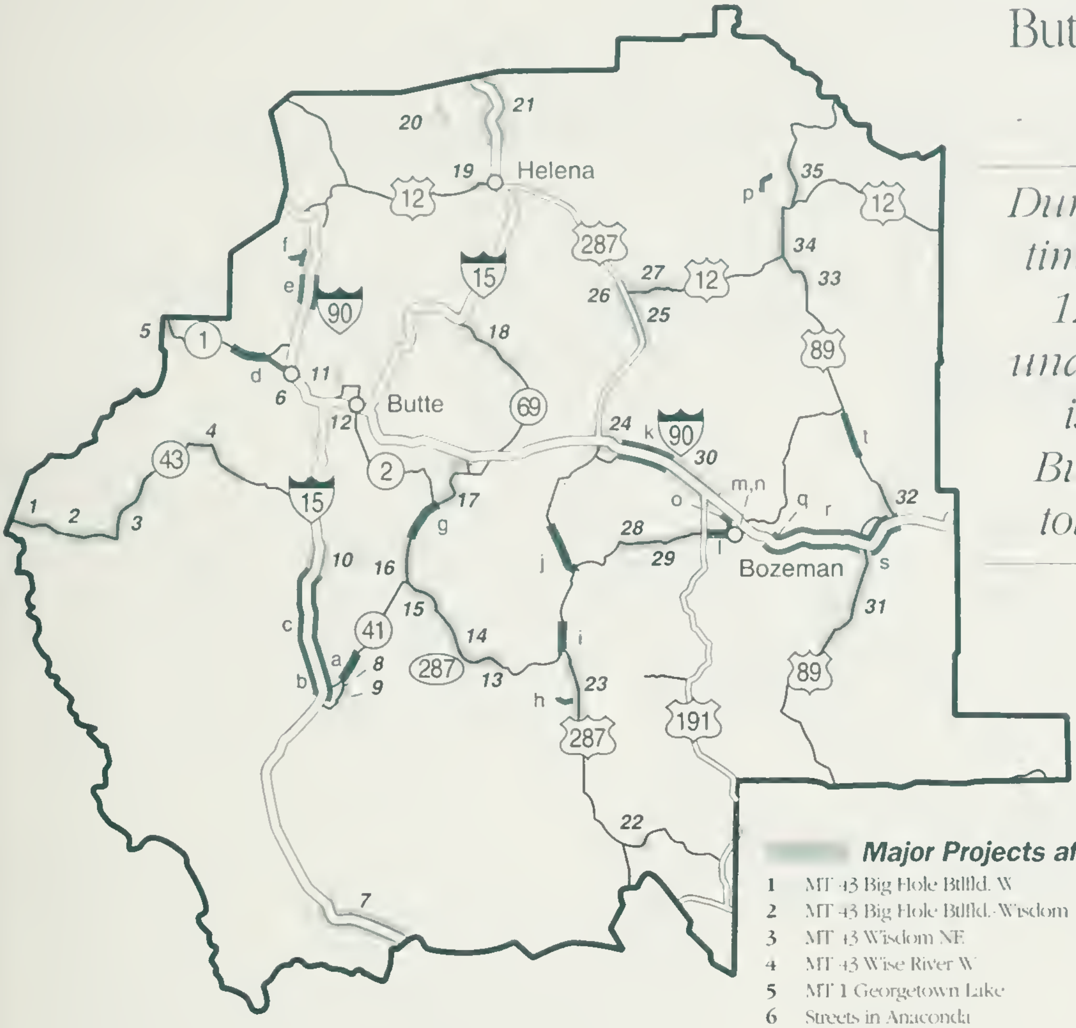
1	MT 56 Bull Lake S	16.5 mi.	Widen & Overlay	$4.95 M
2	MT 200 Idaho Line E	10.4 mi.	Widen & Overlay	$3.2 M
3	US 2 Swamp Creek E	12.2 mi.	Reconstruction	$7.25 M
4	US 2 Pleasant Valley	8.1 mi.	Reconstruction	$4.5 M
5	MT 37 Eureka W	1.9 mi.	Reconstruction	$1.2 M
6	US 93 Eureka N	6.5 mi.	Reconstruction	$5.3 M
7	MT 200 Thompson River E	6 mi.	Overlay Surface	$2.1 M
8	MT 200 Weeksville W	6.7 mi.	Reconstruction	$6.7 M
9	MT 200 Paradise E	8.1 mi.	Reconstruction	$4.9 M
10	S 257 Superior SE	4.7 mi.	Widen & Overlay	$1.25 M
11	I 90 Tarkio E	10.4 mi.	Overlay Surface	$5.05 M
12	I 90 Frenchtown E&W	10 mi.	Overlay Surface	$3.0 M
13	MT 200 Dixon W	10.2 mi.	Reconstruction	$6.0 M
14	S 382 Perma Canyon N	7.1 mi.	Widen & Overlay	$2.5 M
15	S 382 Camas Prairie N	4.8 mi.	Widen & Overlay	$1.5 M
16	MT 28 Lonepine N&E	10 mi.	Reconstruction	$4.0 M
17	US 93 Sula N&S	8 mi.	Reconstruction	$7.0 M
18	US 93 Conner N&S	9 mi.	Reconstruction	$5.8 M
19	US 93 Hamilton-Victor	9.6 mi.	Reconstruction	$10.0 M
20	US 93 Victor Florence	15.2 mi.	Reconstruction	$15.0 M
21	S 269 Stevensville S	7.7 mi.	Widen & Overlay	$2.3 M
22	US 93 Florence-Lolo	8.6 mi.	Reconstruction	$7.0 M
23	US 93 Evaro-Dirty Corner	8.7 mi.	Reconstruction	$5.1 M
24	US 93 Dirty Corner-Ravalli	12.3 mi.	Reconstruction	$11.2 M
25	US 93 Ravalli N	8.2 mi.	Reconstruction	$4.2 M
26	US 93 Ronan S	12.3 mi.	Reconstruction	$5.5 M
27	US 93 Ronan-Polson	11.2 mi.	Reconstruction	$9.6 M
28	MT 82 Somers E	6.9 mi.	Reconstruction	$5.6 M
29	US 93 Somers-Kalispell	7.5 mi.	Reconstruction	$14.45 M
30	US 93 Kalispell Main St.	4 mi.	Reconstruction	$2.0 M
31	US 93 Kalispell MT 40	10.4 mi.	Reconstruction	$9.7 M
32	US 93 MT 40-Whitefish	1.6 mi.	Reconstruction	$2.7 M
33	US 93 Whitefish W	4.9 mi.	Reconstruction	$4.4 M
34	US 2 Col. Hts.-Hungry Horse	4.4 mi.	Reconstruction	$6.9 M
35	MT 1 Maxville-Drummond	14.3 mi.	Reconstruction	$7.2 M
36	I 90 Drummond E&W	12.6 mi.	Overlay Surface	$4.2 M
37	S 271 Drummond N	2.3 mi.	Reconstruction	$2.0 M
38	MT 83 Clearwater Jct. N	14.7 mi.	Widen & Overlay	$4.4 M
39	I 90 Bonner E	9.2 mi.	Overlay Surface	$3.5 M
40	MT 83 Missoula Co. Line N	17.4 mi.	Widen & Overlay	$5.2 M



During the 1993-1995 time frame, three projects costing under $1 million each are planned in the Missoula District with a total cost of $1.4 M.

Butte District Projects

During the 1993-1995 time frame, a total of 12 projects costing under $1 million each is planned in the Butte District with a total cost of $4.7 M.



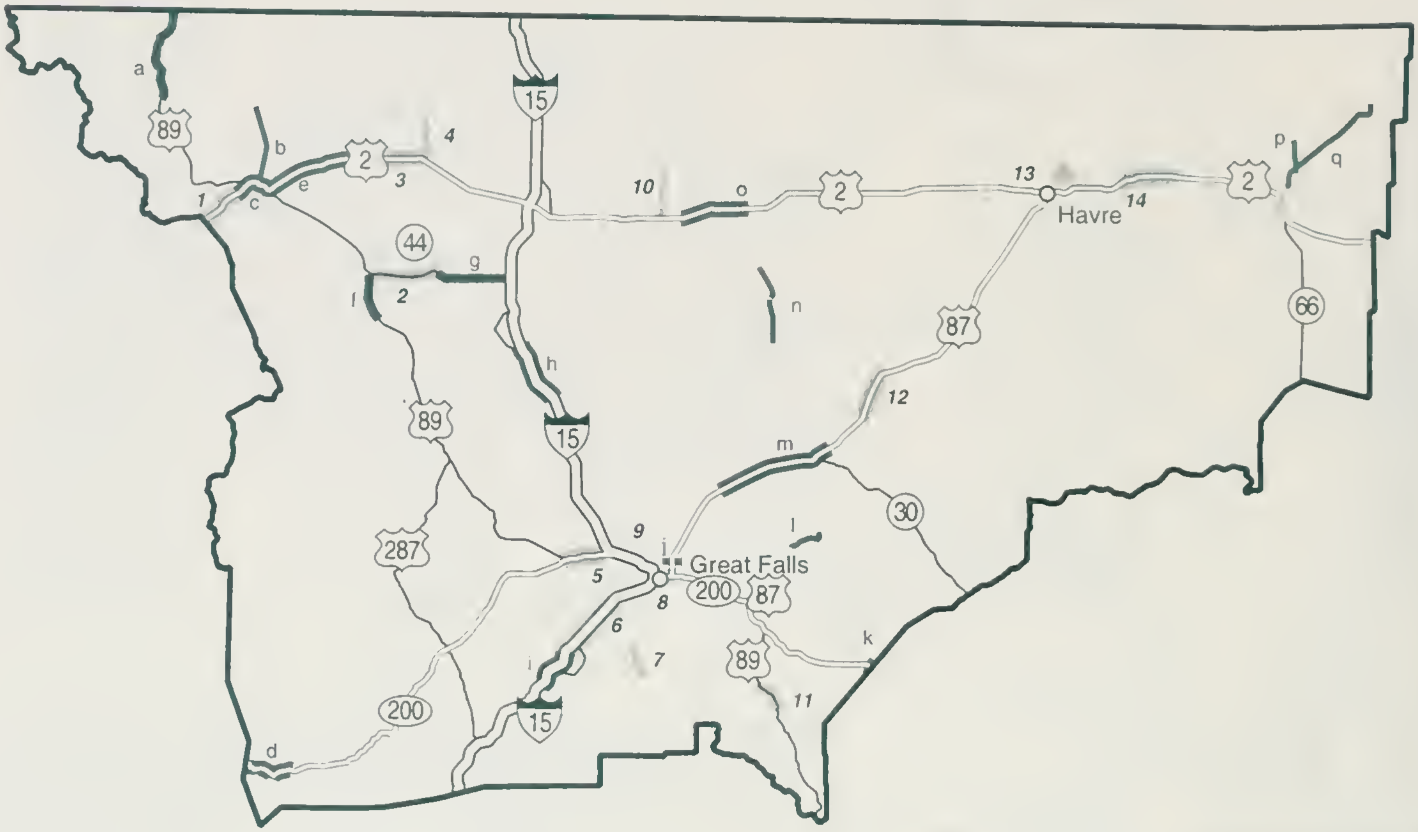
Major Projects after 1995

1	MT 43 Big Hole Btlfld. W	9.1 mi.	Overlay Surface	$1.2 M
2	MT 43 Big Hole Btlfld.-Wisdom	9.9 mi.	Overlay Surface	$1.2 M
3	MT 43 Wisdom NE	16 mi.	Overlay Surface	$2.2 M
4	MT 43 Wise River W	13.8 mi.	Overlay Surface	$1.7 M
5	MT 1 Georgetown Lake	3 mi.	Reconstruction	$2.5 M
6	Streets in Anaconda	.6 mi.	Reconstruction	$2.0 M
7	I 15 Monida-Lima	17.1 mi.	Overlay Surface	$4.9 M
8	Dillon NE	1.8 mi.	Reconstruction	$2.0 M
9	Dillon N Montana St.	.7 mi.	Reconstruction	$1.75 M
10	I 15 Glen-Melrose	7.8 mi.	Overlay Surface	$2.35 M
11	Brown's Gulch Rd.	3.5 mi.	Reconstruction	$2.0 M
12	Mt. Highland Butte	1.8 mi.	Reconstruction	$1.2 M
13	MT 287 Virginia City-Alder	8.2 mi.	Reconstruction	$7.0 M
14	MT 287 Alder-Sheridan	10 mi.	Reconstruction	$8.0 M
15	MT 287 Twin Bridges-Sheridan	8.7 mi.	Reconstruction	$7.8 M
16	MT 41 Twin Bridges N	7 mi.	Reconstruction	$4.9 M
17	MT 55 Whitehall-Waterloo	12.1 mi.	Widen & Overlay	$5.0 M
18	MT 69 Boulder S	14.9 mi.	Reconstruction	$11.9 M
19	US 12 Helena Euclid Ave	2.6 mi.	Overlay Surface	$1.7 M
20	S 279 Silver City W	7.6 mi.	Reconstruction	$2.6 M
21	I 15 Lincoln Road-Sieben	17.4 mi.	Overlay Surface	$5.3 M
22	US 287 Quake Lake line shift	9 mi	Reconstruction	$1.0 M
23	US 287 Cameron N&S	11.2 mi.	Reconstruction	$7.5 M
24	I 90 Three Forks W	4.5 mi	Overlay Surface	$3.8 M
25	US 287 Townsend-Toston	10.3 mi.	Reconstruction	$5.15 M
26	Townsend Urban	1.4 mi	Reconstruction	$1.3 M
27	US 12 E of Townsend	7.3 mi.	Reconstruction	$5.1 M
28	MT 84 Madison River E	9.9 mi.	Reconstruction	$8.2 M
29	Four Corners W	7.1 mi.	Reconstruction	$5.7 M
30	I 90 Manhattan-Belgrade	11.8 mi.	Overlay Surface	$4.7 M
31	US 89 Livingston S	22.1 mi	Widen & Overlay	$4.75 M
32	US 89 Mission Int. N	6.4 mi	Reconstruction	$4.6 M
33	US 89 Ringling N	8.1 mi	Reconstruction	$5.7 M
34	US 89 White Sulphur Sprs. S	8.6 mi	Reconstruction	$6.6 M
35	US 89 White Sulphur Sprs. N	9.7 mi	Overlay Surface	$1.2 M

1993-95 (projects over $1 M)

a	MT 41 Dillon N	7.2 mi.	Reconstruction	$6.1 M	FY '93
b	I 15 Dillon-Apex	10.7 mi.	Overlay Surface	$3.2 M	FY '95
c	I 15 Apex-Glen	10.9 mi.	Overlay Surface	$3.3 M	FY '95
d	MT 1 Anaconda E	11.3 mi.	Overlay Surface	$1.5 M	FY '93
e	I 90 Deer Lodge S	5.4 mi.	Overlay Surface	$1.5 M	FY '94
f	S 272 Westside Prison Rd.	2 mi.	Reconstruction	$1.5 M	FY '95
g	MT 41 Silver Star N&S	7 mi.	Reconstruction	$6.0 M	FY '95
h	S 249 Varney E	4.5 mi.	Reconstruction	$2.7 M	FY '95
i	US 287 Ennis N	6.3 mi.	Widen, Overlay	$2.75 M	FY '93
j	US 287 Norris-Harrison	10 mi.	Reconstruction	$8.0 M	FY '95
k	I 90 Three Forks-Manhattan	10.7 mi.	Overlay Surface	$4.3 M	FY '93
l	MT 84 Bozeman-Four Corners	5.3 mi.	Reconstruction	$5.3 M	FY '95
m	Oak St. Bozeman	.8 mi.	Reconstruction	$2.0 M	FY '94
n	19th Ave Bozeman	.6 mi.	Reconstruction	$1.6 M	FY '94
o	I 90 N 19th Ave Int. Bozeman	2.7 mi.	Reconstruction	$11.8 M	FY '94
p	S 259 Newlan Creek Rd	4.8 mi.	Reconstruction	$2.0 M	FY '93
q	I 90 Rocky Canyon	5.3 mi	Overlay Surface	$1.3 M	FY '95
r	I 90 Bozeman Hill E&W	12.6 mi.	Overlay Surface	$5.0 M	FY '93
s	I 90 Livingston E&W	9.5 mi	Overlay Surface	$3.8 M	FY '95
t	US 89 Clyde Park N	9.4 mi	Overlay Surface	$1.6 M	FY '95

Great Falls District Projects



During the 1993-1995 time frame, a total of 11 projects costing under $1 million each is planned in the Great Falls District with a total cost of $5.6 M.

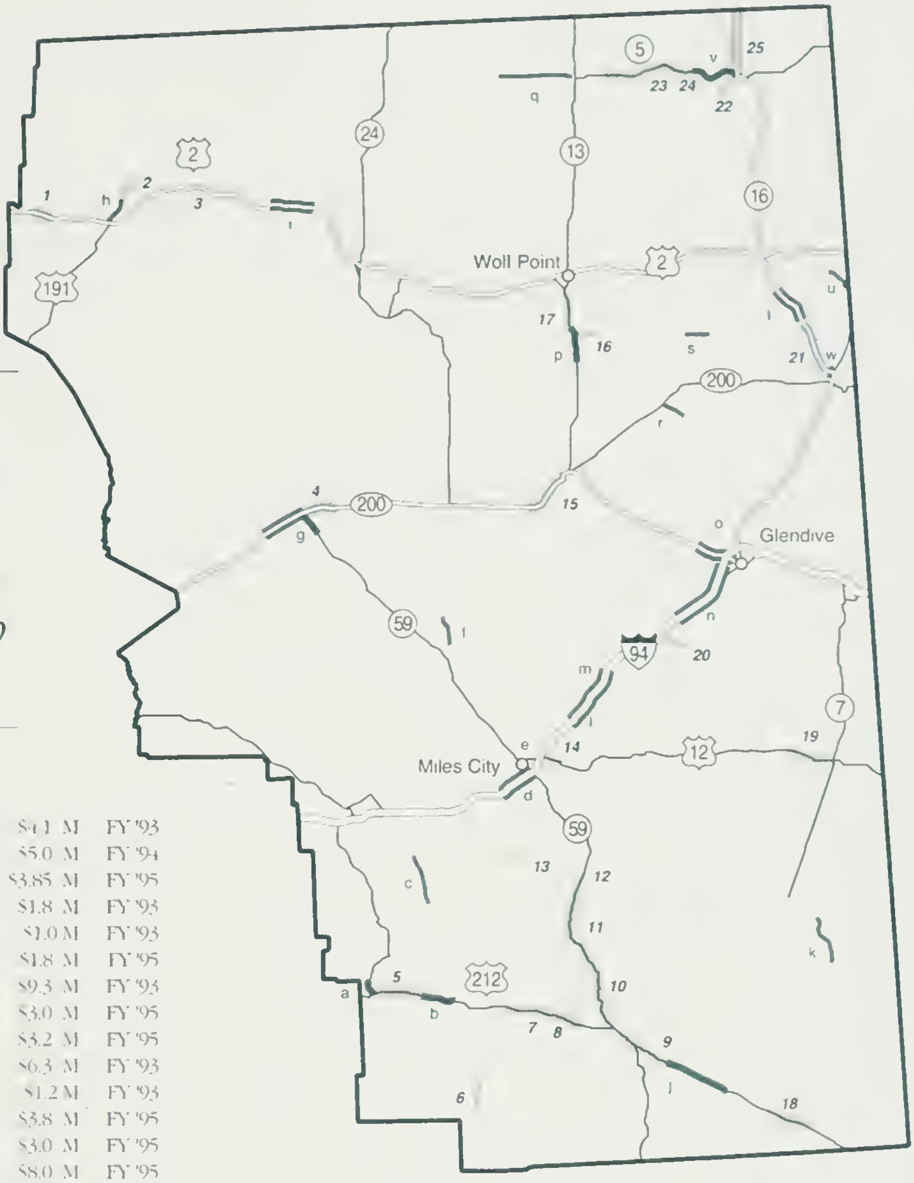
▬ 1993-95 (projects over $1 M)

a	US 89 St. Mary-Can. line	18.9 mi.	Overlay Surface	$2.4 M	FY '95
b	S 464 Browning N	17 mi.	Overlay Surface	$1.2 M	FY '93
c	US 2 Browning E&W	6.4 mi.	Reconstruction	$8.6 M	FY '94
d	MT 200 Helmville Jct. E	2.4 mi.	Widen & Overlay	$1.1 M	FY '93
d	US 2 Browning-Cut Bank	22.5 mi	Reconstruction	$10.0 M	FY '95
f	US 89 Dupuyer N	8.6 mi.	Reconstruction	$3.4 M	FY '95
g	MT 44 Valier E	13.6 mi.	Reconstruction	$11.1 M	FY '94
h	I 15 Brady N&S	11.6 mi.	Overlay Surface	$2.3 M	FY '93
i	I 15 Hardy Creek N	8.3 mi.	Overlay Surface	$1.85 M	FY '93
j	US 87 Black Eagle N&S	.8 mi	Overlay Surface	$1.7 M	FY '93
k	S 551 Geyser N	2.5 mi.	Reconstruction	$1.5 M	FY '93
l	S 228 Highwood NE	7.2 mi.	Reconstruction	$2.9 M	FY '95
m	US 87 Fort Benton N&S	23.2 mi	Overlay Surface	$7.2 M	FY '94
n	S 223 Marias River N	6.7 mi.	Overlay Surface	$1.0 M	FY '95
o	US 2 Lothair E	12.9 mi.	Widen & Overlay	$3.0 M	FY '95
p	S 338 N of Harlem N	6.4 mi.	Reconstruction	$3.3 M	FY '94
q	S 241 Harlem-Turner	23.6 mi.	Overlay Surface	$1.7 M	FY '93

▬ Major Projects after 1995

1	US 2 East Glacier E&W	14.5 mi.	Overlay Surface	$2.5 M
2	MT 44 Valier W	14.3 mi.	Reconstruction	$8.7 M
3	US 2 Cut Bank W	7.8 mi.	Reconstruction	$2.9 M
4	S 213 Cut Bank N	7.4 mi.	Widen & Overlay	$2.4 M
5	MT 200 Vaughn-Sun River	7.9 mi	Reconstruction	$6.2 M
6	I 15 Hardy Creek-Ulm	22 mi	Overlay Surface	$7.8 M
7	S 330 Ulm S (south section)	7.2 mi.	Reconstruction	$3.5 M
8	MT 3-10 3rd St S to Warden Brdg.	1.6 mi	Reconstruction	$6.5 M
9	I 315 Great Falls-I 315 Int	1 mi	Reconstruction	$4.5 M
10	S 343 Galata N&S	10.4 mi	Overlay Surface	$2.0 M
11	US 89 Riceville Hill	7 mi.	Reconstruction	$5.95 M
12	US 87 Loma N	9.8 mi	Reconstruction	$12.2 M
13	S 232 Havre N	4 mi.	Reconstruction	$1.8 M
14	US 2 Lohman E&W	9.7 mi.	Widen & Overlay	$4.0 M

Glendive District Projects



During the 1993-1995 time frame, a total of five projects costing under $1 million each is planned in the Glendive District with a total cost of $4.1 M.

1993-95 (projects over $1 M)

a	MT 39 Lame Deer N	4.2 mi	Reconstruction	$4.1 M	FY '93
b	US 212 Ashland W	8.7 mi.	Widen & Overlay	$5.0 M	FY '94
c	S 447 12 mi. S of Rosebud	13.5 mi.	Reconstruction	$3.85 M	FY '95
d	I 94 Mi. City W	9.1 mi.	Overlay Surface	$1.8 M	FY '93
e	N Haynes Ave. Miles City	1 mi.	Reconstruction	$1.0 M	FY '93
f	S 462 2 mi. N of Rock Sprs.	7.4 mi.	Reconstruction	$1.8 M	FY '95
g	MT 200 Jordan W	11.4 mi.	Reconstruction	$9.3 M	FY '93
h	S 242 Malta N	7 mi	Reconstruction	$3.0 M	FY '95
i	US 2 Hinsdale E	9.9 mi.	Widen & Overlay	$3.2 M	FY '95
j	US 212 Hammond NW	16.2 mi.	Widen & Overlay	$6.3 M	FY '93
k	S 323 8 mi. S of Ekalaka S	13.4 mi.	Overlay Surface	$1.2 M	FY '93
l	I 94 Custer Co. line W	9.3 mi.	Overlay Surface	$3.8 M	FY '95
m	I 94 Prairie Co. line E	6.4 mi.	Overlay Surface	$3.0 M	FY '95
n	I 94 Dawson Co. line E	18.8 mi	Overlay Surface	$8.0 M	FY '95
o	MT 200S Glendive NW	9.3 mi.	Overlay Surface	$1.1 M	FY '95
p	MT 13 Vida N&S	8.3 mi.	Reconstruction	$7.2 M	FY '94
q	S 248 Scobey W	18.5 mi.	Overlay Surface	$1.4 M	FY '93
r	S 254 Richey SE	6 mi.	Widen & Overlay	$1.8 M	FY '92
s	S 201 14 mi. E McCone Co line	6.1 mi.	Widen & Overlay	$2.8 M	FY '94
t	MT 16 S of Culbertson S	9.1 mi.	Reconstruction	$5.7 M	FY '95
u	S 327 8 mi. SE of Bainville	7.4 mi.	Reconstruction	$3.2 M	FY '95
v	MT 5 Plentywood W	10.7 mi.	Widen & Overlay	$4.2 M	FY '95
w	MT 16 Sidney NW	1.4 mi.	Reconstruction	$1.0 M	FY '95

Major Projects After 1995

1	US 2 Dodson E	4.2 mi	Reconstruction	$4.5 M
2	S 242 7 mi. N of Malta N	7 mi	Widen & Overlay	$1.4 M
3	US 2 Saco	6 mi	Reconstruction	$1.2 M
4	MT 200 Jordan E	8 mi	Reconstruction	$6.4 M
5	US 212 Lame Deer E	11.9 mi	Reconstruction	$13.0 M
6	S 484 Otter N&S	7.8 mi.	Reconstruction	$2.6 M
7	US 212 Camps Pass E	7 mi	Reconstruction	$3.0 M
8	US 212 Epsie E&W	10.9 mi	Widen & Overlay	$3.3 M
9	US 212 Broadus E	14.5 mi.	Reconstruction	$8.9 M
10	MT 59 Olive N&S	14.2 mi.	Reconstruction	$9.3 M
11	MT 59 Coalwood N&S	14.2 mi.	Reconstruction	$9.3 M
12	MT 59 Volborg N&S	14.7 mi.	Reconstruction	$9.5 M
13	S 332 12 mi. SW of MT 59 SW	5 mi.	Reconstruction	$2.5 M
14	US 12 Miles City E	7 mi.	Reconstruction	$6.1 M
15	MT 200 Circle SW	11.8 mi.	Reconstruction	$8.4 M
16	S 201 Jct. MT 13 E	6 mi	Overlay Surface	$1.2 M
17	MT 13 Wolf Point S	9.8 mi	Reconstruction	$8.4 M
18	US 212 Alzada W	10.8 mi.	Widen & Overlay	$2.4 M
19	US 12 Plevna-Baker	12.6 mi.	Reconstruction	$10.1 M
20	S 340 Fallon Jct. of FAS 504	6.7 mi	Overlay Surface	$1.2 M
21	MT 16 NW of Sidney N	15.4 mi	Reconstruction	$3.3 M
22	S 515 Plentywood S	5 mi	Reconstruction	$2.5 M
23	MT 5 Flaxville E&W	6.4 mi	Reconstruction	$4.6 M
24	MT 5 Redstone E&W	16.3 mi.	Reconstruction	$10.8 M
25	MT 16 Plentywood N	15.6 mi.	Reconstruction	$7.7 M

Billings District Projects

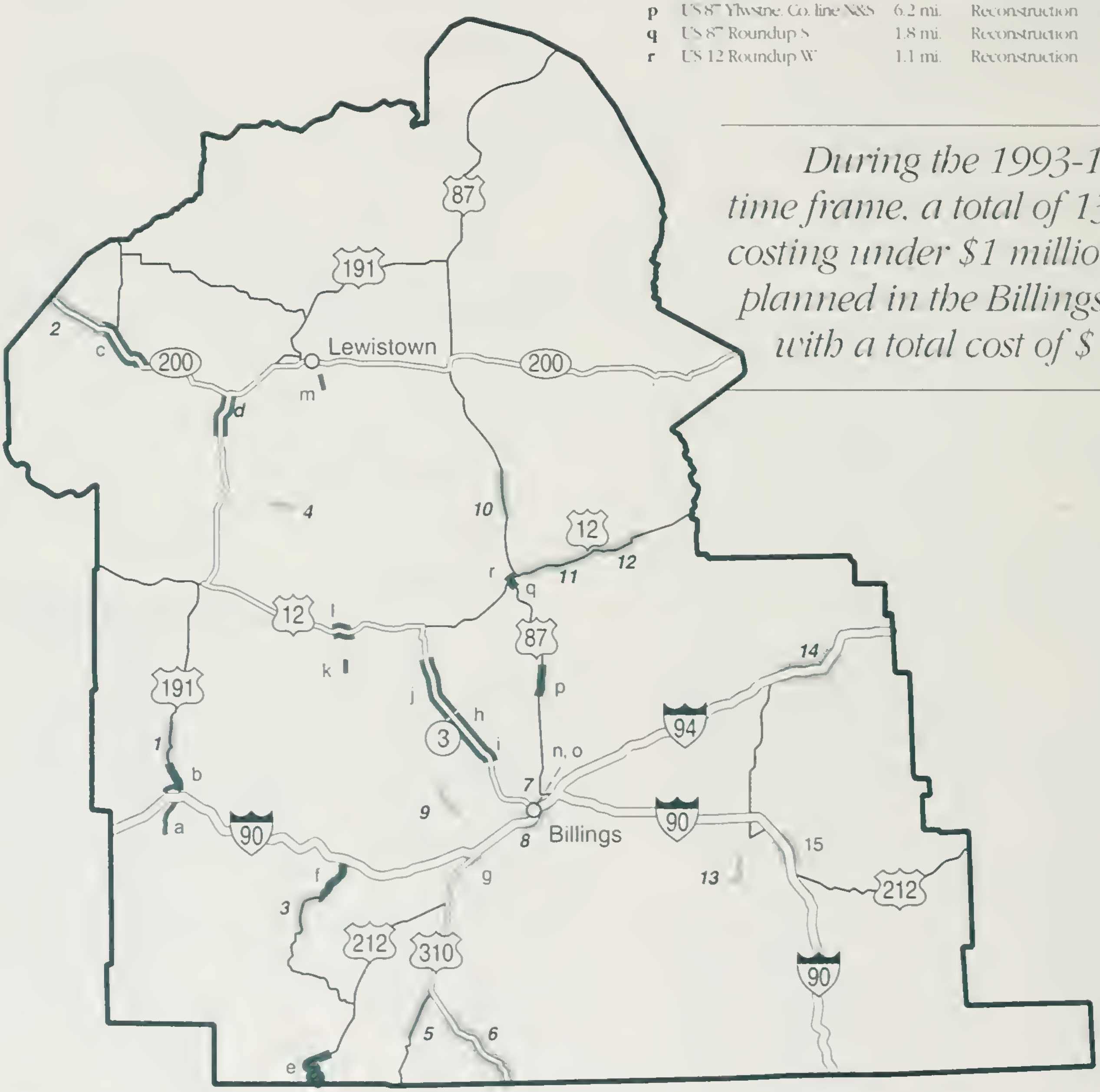
▨ *Major Projects after 1995*

1	US 191 8 mi. N of Big Timber N	8.4 mi.	Reconstruction	$3.5 M
2	MT 200 Geyser-Stanford	12.5 mi.	Overlay Surface	$4.0 M
3	MT 78 Absarokee N&S	10.3 mi.	Reconstruction	$6.8 M
4	S 297 Careless Creek N	5.4 mi.	Reconstruction	$1.4 M
5	MT 72 Belfry N	10.9 mi.	Reconstruction	$9.9 M
6	US 310 Warren N&S	19.2 mi.	Widen & Overlay	$5.6 M
7	I 90 27th St.-Lockwood	4.3 mi	Overlay Surface	$1.3 M
8	I 90 Billings-Mossmain Scale	2 mi	Reconstruction	$1.0 M
9	Buffalo Trail Road	7.9 mi.	Reconstruction	$3.5 M
10	US 87 12 mi. N of Roundup N	8.7 mi.	Reconstruction	$4.7 M
11	US 12 Roundup E	12.2 mi.	Reconstruction	$7.9 M
12	US 12 Musselshell E&W	14.3 mi	Reconstruction	$9.3 M
13	8 mi. S of Hardin S	7 mi.	Reconstruction	$3.0 M
14	I 94 Hysham Hills	16 mi.	Overlay Surface	$1.9 M
15	I 90 Dunmore S	6 mi.	Overlay Surface	$1.45 M

■ *1993-95 (projects over $1 M)*

a	S 298 Big Timber S	7.4 mi.	Widen & Overlay	$2.2 M	FY 94
b	US 191 Big Timber N	7.3 mi	Reconstruction	$4.1 M	FY 95
c	MT 200 Stanford E&W	12.8 mi.	Reconstruction	$12.3 M	FY 93
d	US 191 Eddies Corner S	10.4 mi.	Reconstruction	$8.0 M	FY 95
e	US 212 Beartooth Pass N	15 mi	Overlay Surface	$6.6 M	FY 94
f	MT 78 Columbus S	8.8 mi.	Reconstruction	$5.85 M	FY 95
g	US 310 Ylwstn. Rvr. SE of Laurel	1 mi.	Reconstruction	$7.5 M	FY 94
h	MT 3 Broadview S	6.3 mi	Reconstruction	$3.85 M	FY 94
i	MT 3 Acton NW	11.5 mi.	Widen & Overlay	$7.2 M	FY 95
j	MT 3 Broadview N	6.3 mi.	Reconstruction	$6.5 M	FY 93
k	Big Coulee Rd.	3 mi	Reconstruction	$1.2 M	FY 94
l	US 12 Ryegate W	5.6 mi.	Overlay Surface	$2.0 M	FY 94
m	S 466 Big Spring N	2.2 mi.	Overlay Surface	$1.0 M	FY 94
n	Virginia-Wisconsin Billings	5 mi.	Reconstruction	$1.3 M	FY 95
o	State Ave. Billings	1.5 mi.	Reconstruction	$4.3 M	FY 94
p	US 87 Ylwstne. Co. line N&S	6.2 mi.	Reconstruction	$5.0 M	FY 93
q	US 87 Roundup S	1.8 mi.	Reconstruction	$2.5 M	FY 95
r	US 12 Roundup W	1.1 mi.	Reconstruction	$1.3 M	FY 95

During the 1993-1995 time frame, a total of 13 projects costing under $1 million each is planned in the Billings District with a total cost of $7.1 M.



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